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THE NEW YORK PRIVATEERS

1756-1763 1756-63

*King George's Private Ships of War which
cruized against the King's Enemies*

THE DUKE OF CUMBERLAND

THE TARTAR

THE HARLEQUIN

THE STURDY BEGGAR

and many others—about 200 in all

BY STUYVESANT FISH

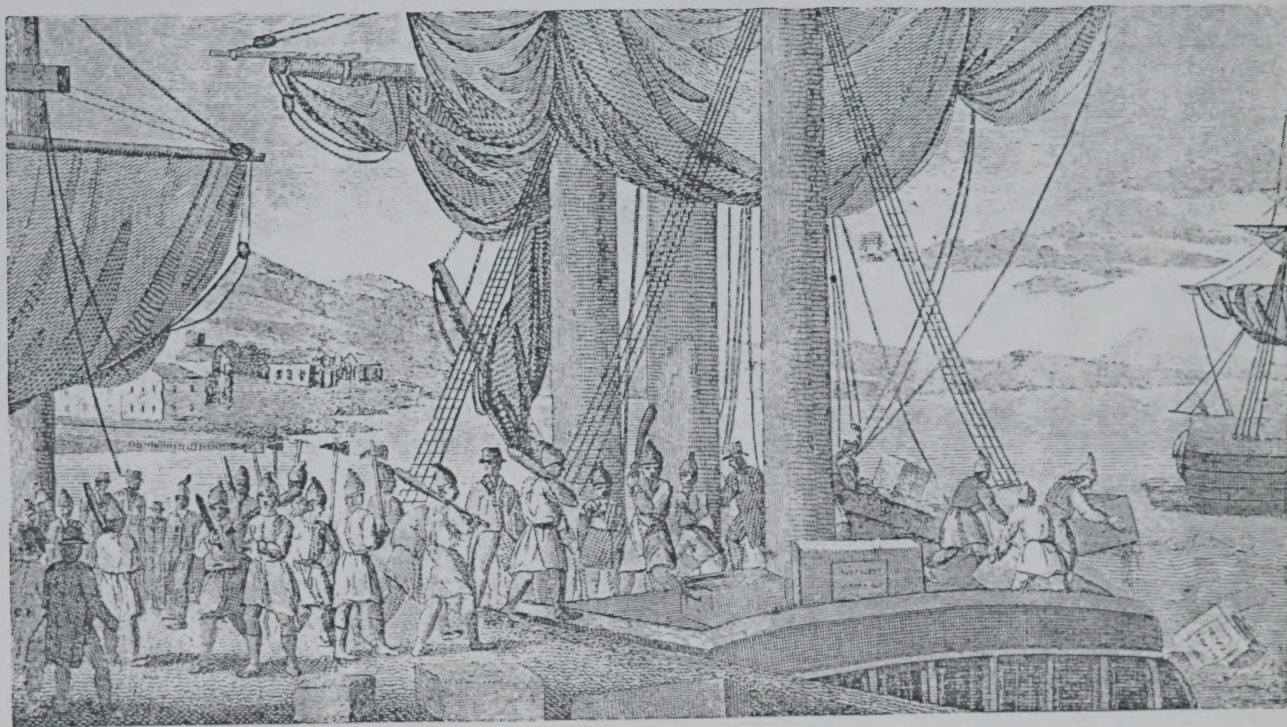
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THE NEW YORK PRIVATEERS

1756-1763



A "Tea Party" – Possibly the one on the Ship London, Captain Chambers,
held April 22, 1774, in New York Harbor.

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Fish, Stuyvesant, 1883-

—The New York privateers, 1756-1763; King George's private ships of war which cruized against the king's enemies: the Duke of Cumberland, the Tartar, the Harlequin, the Sturdy Beggar, and many others, about 200 in all, by Stuyvesant Fish. New York (George Grady press) 1945.

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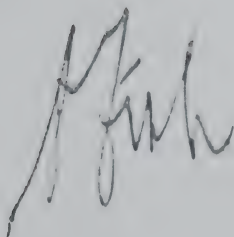
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A handwritten signature in dark ink, appearing to read "Stuyvesant Fish", is centered on the page. The signature is written in a cursive, flowing style.

*Printed in the United States of America
George Grady Press, New York*

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“PRIVATEER, a vessel of war, armed and equipped by particular merchants, and furnished with a military commission by the admiralty, or the officers who superintend the marine department of a country, to cruise against the enemy, and take, sink, or burn their shipping, or otherwise annoy them as opportunity offers. These vessels are generally governed on the same plan with his majesty’s ships, although they are guilty of many scandalous depredations, which are very rarely practiced by the latter.”

Definition taken from Falconer’s Marine Dictionary by William Falconer, printed in London in 1784.

FOREWORD

THIS book is dedicated to the People of our great state of New York, in a small way to make up for the bashfulness of our historians who swallowed the tall tales of the exploits of the Sons of New England but overlooked even greater deeds of our Native Sons.

New York was the first Colony to establish religious freedom, the public school (a product of Holland, brought to these shores by the Dutch), and "Freedom of the Press." We have been told these facts in little pamphlets, the contents of which never rated a school book.

Massachusetts boasts of her men and ships while all that history says of early New York shipping ventures is that Captain Kidd, before he went a-pirating had a house on or near the site of the New York Stock Exchange. As a former member of the Exchange, I enjoy this fact.

New York had more ships and men on the seas during the French and Indian Wars than any other Colony. Of these ships and men, and the record of their activities which has long been neglected, I give a brief account.

STUYVESANT FISH

WORLD WAR I

1756-1763

The heading of this chapter is not a catch phrase—it's a fact.

THE Seven Years War overran more territory than either of the so called two "World Wars," during which the fighting fortunately did not take place on land in this continent. On the other hand, during the Seven Years War there was heavy fighting in North and South America as well as in all of the countries recently involved, save China and Japan.¹

The War which finally came to a close in the Summer of 1763 and the Seven Years War in part grew out of the disregard of solemn treaties, the Treaty of Versailles and the Treaty of Aix-La Chapelle, the latter called by the French "The Stupid Treaty" and by the English "A Hollow Truce."

The gathering of the elder statesmen at Aix was attended with much pomp and ceremony. They spoke of "Ships, Sealing Wax, Cabbages and Kings," a mess of rot always talked at such times, and expressed a wish to make a lasting peace—Man's never attainable dream, which most of the signers had no intention of keeping. England alone hoped for a long peace. The others wanted a breathing spell to regain strength to fight again.

Sardinia, one of the conferees, refused to sign the treaty. Only England was credulous enough to believe that the Powers involved would live up to its terms. She alone disarmed. Her sailors were discharged, and her ships of war laid up. Shipwrights were paid off, and allowed to enter the service of France—a busy service it proved to be. The army was reduced to a force of 18,000

¹ At the end of the war the New York Mercury January 24, 1763 says the following: "The Preliminary Articles, is thought, will be publicly known on Monday next. Many Expeditions, and Military Operations, were destined, and ready to be executed; but those have been suspended, and are now subsided, by the Negotiations of Peace by which the farther Effusion of Human Blood is stopt and Concord restored among four contending Nations, whose quarrels were felt in every Part of the Earth, and in whose Fate almost every other Nation was involved."

men.¹ Great Britain went back to her shop counters. The King believed in the pompous preamble of that worthless bit of paper which reads as follows:

"Europe now sees the happy day shine forth, that the Devine Providence had pointed out for the establishment of her repose."

England's "repose" was not of long duration. Even before the day of "Solemn Thanksgiving"² the nation was alarmed by hearing that the French had seized certain islands in the West Indies, the ownership of which, under the Treaty was supposed to be established by a Commission not yet assembled.

The next few years remind one of the years preceding the recent war. Nova Scotia, ceded to England, was reoccupied by France. She rebuilt and manned the fortifications at Louisbourg. Northern Pennsylvania and part of New York were reoccupied. The Forts at Crown Point, Niagara and Pittsburgh were strengthened and trading posts were established along the Ohio and in the Illinois Country. The French encouraged the Indians to harass and attack the English settlers.

To meet these ever increasing threats, a General Council of all the colonies was convened at Albany in 1754. The following colonies were represented: New Hampshire, Pennsylvania and Maryland. As Rhode Island sent no delegates of her own, she was represented by James DeLancey of New York.

A plan for a permanent civil and military union was conceived by Benjamin Franklin and approved by the Council. Unfortunately the colonies, jealous of their individual rights, refused to ratify the action of the Albany Council. A scheme for a purely military union suggested by the Lords of Trade was also rejected by the colonists, who thought that this plan was an effort to get them to pay more of the costs of the army and navy, which, in fact, it was.

¹ France kept an army of 150,000 men; Prussia an army of about 100,000.

² April 25, 1749, probably Whitsuntide, when the Holy Spirit descended upon the disciples. A bit of flummery that the Royal Government of that day would enjoy using to make Their Most Christian Majesties out in the light of God's Disciples.

Though the Congress at Albany was not ratified, it paved the way for the Congress of 1765 and that of 1774. It might be called the "Grandfather" of the Continental Congress. "The mills of God grind slowly, yet they grind exceeding small." Each grinding bring us nearer universal peace and understanding.

While the Congress was in session, George Washington, who had been sent into Pennsylvania with a small number of troops, surrendered to a greatly superior force of the enemy. A year and five days later, July the 9th, 1755, Braddock was also defeated in the wilderness because of his inadequate force and lack of caution. He was mortally wounded and his army routed in panic.

There is a legend, interesting if true, which says that during this engagement, Braddock was mounted on a beautiful white stallion which the French carefully avoided harming and carried to St. Louis to be father of many horses. The proof of this story is that in St. Louis, most of the horses on the brewer's wagons to this day are white.

The undeclared war that was raging in America, India and the West Indies, so far had not broken out in Europe. Hoping to stop the conflict from spreading, England sent Ambassadors, who doubtless carried umbrellas and spoke of peace. Though by now (1756) both sides were arming in earnest, the English fleet was kept useless and immobile in the Channel, due to rumors that England was to be invaded. Hanover was to be attacked. Like an old hen whose chick is in danger, King George II made a hurried trip to put his small principality in a state of defense. A war of nerves was on.

Barely was George II safely back in England when the French struck, not at England or Hanover but at the tiny under-manned English garrison at Port Mahon on the Island of Minorca. Many of the officers and men, including the commanding officer were away on leave. Admiral Byng with a hastily gathered and poorly equipped squadron, drove off the French fleet but failed to relieve the small, depleted English garrison which eventually was forced to surrender. Something like Pearl Harbor, or was it "too

little and too late." To cover the blunders of the home government, Byng was made the scapegoat, despite the fact that his fleet was inferior to the French and his landing force too small. He was tried by court martial, found guilty and shot March 14, 1757. The English attitude to the whole affair was reflected in the New York Press as follows:

"We have lately been told
Of two Admirals bold
Who engaged in a terrible fight:
They met after noon:
Which I think was too soon:
As they both ran away before night."

N. Y. Gazette Nov. 22, 1756.

Britain wanted more ships. To stir up private enterprise, she decided to issue Letters of Marque and Reprisal, licenses for privately owned vessels to prey on the commerce of her enemies. Before this could be done, there was one little detail that had to be attended to. The undeclared war that had been going on for some two years must be put on an official basis. Otherwise the English privateers, if they were captured, would find themselves dangling from very taut ropes or having their noses and ears cut off. France inflicted the former penalty, Spain the latter, which often resulted in death.

Towards the end of July 1756 news via Rotterdam came to New York that England had declared war on France. However for weeks prior to this, feverish activities had been going on in this country to prepare for war. A week after the news of the declaration was known, there were fourteen or fifteen ships fitting out in New York to go on "Cruizes of reprisal against His Majesty's Enemies." The time "to talk of Ships, Sealing Wax, Cabbages and Kings" was over.

Let's confine ourselves to ships—THE NEW YORK PRIVATERS OF 1756 to 1763—over two hundred of them, with fifteen to twenty thousand fighting men to man them!

COLONIAL TRADE

AT the outbreak of the Seven Years War, our colonial trade was remarkably free from restrictions as compared with that of the French and Spanish colonies. There were only two restrictions of any importance, the Navigation Act and the Sugar Act. The Navigation Act of July 9, 1678, under which the colonists were required to ship their tobacco and certain other commodities to England exclusively, also provided that no goods, save wines from Madeira and the Azores and salt for the fisheries, could be imported direct from any country. Further, all merchandise from foreign countries had to be landed in England and taxed there before coming here. One great advantage given the colonists under this act was that it required that all trade to and from the colonies had to be carried in Colonial or English ships. On the whole the Navigation Act was in general, advantageous and therefore was obeyed except where it interfered with Colonial trade.

The Sugar Act of 1733 was bad and had no good points. It limited our trade in sugar to the British West Indian islands. There wasn't enough sugar grown on these islands to barter our lumber, fish, wheat and meat that we had available for export. Our only allowed point of export otherwise was England which was self sustaining at that time and did not need our products. If the Act of 1733 prohibiting trading with the French, Dutch and Spanish colonies had been enforced, New England and the middle colonies, New York, Maryland and Pennsylvania would have been ruined. We would have had no means of getting European manufactured goods which we needed badly. "No isolated group of people can exist where all the members of the community are forced to do their neighbor's washing as a means of livelihood." Therefore it was a case of "Root, Hog or Die" with the merchants. They had to break the Sugar Act and disregard it. The great temptation that faced the shrewd and enterprising

captains who roamed the sea in their tiny boats, driving bargains wherever bargains could be found, was, of course, this banned sugar trade with the French and Spanish which brought a "Golden Price." Therefore the Sugar Act of 1733 was never obeyed and soon became a dead letter law, and such it was in 1756, when American commerce was practically free from restrictions.

Collectors of the customs were, however, continued at all the principal ports, but they seldom interfered to trouble those who embarked in the trade of sugar and rum for American foodstuffs and supplies, and these adventures were finally undertaken without fear, and almost without hazard. Some merchants "smuggled whole cargoes outright; others paid the king's duty on a part, gave hush-money to the under-officers of the customs, and ran the balance."

The American merchants fully intended to continue in this business after war was declared. With them it was "Business as Usual." The various methods employed by these gentlemen we will take up later but first let's look at the cheering, flag raising period that always ushers in a great war.

THE BOX SCORE OF 1756

THE New York Gazette and Post Boy prints a list of the Privateers, equipped, building or "on order" shall we say: Twenty-eight in service, under construction or contemplated, with an indicated crew of over 2,300. The paper adds, "this must prove satisfactory to the Public." They had in mind the fact that the recruiting for the army was lagging badly.

"Bad news travels fast." This may be true on land but at sea the reverse is in order. There are fewer gossips; the sea jealously guards its secrets.

The first reports were, in general, good. In September, Captain Thomas Randall brought in the first prize, a French Snow, *Depong Master*. The Earl of Loudon, 14 guns brought in the *Marrifonco*, Jacques Degannois, Master, 18 guns. In November the Sloop *Hardy*, Captain Grantham was hard on the heels of two French East India Men near Newfoundland back of the Western Isles. That is the last we shall hear of the *Hardy*; only the sea knows her fate. The Sloop, *Harlequin*, Captain Healy captured the Schooner, *La American*, Michael Juan Master—one of the *Harlequin's* guns burst in this action killing some of her crew.

The Brig, *Johnson*, Captain Grig ran into a bit of bad luck—she missed taking a French ship and then got fired on by an English man-of-war; result, one man killed, two wounded. The *Peggy*, out of Boston was captured by the French and retaken by HMS *Dreadnought*, and HMS *Greenwich*. The Schooner *Charming Peggy*, Captain Hadden captured a French Dogger (banks fishing boat) a rich prize with 3000 £ in currency aboard.

Brig *Prince George*, Captain Lynus King, made a three bagger, a 200 ton Snow, *La Fidella*, Siewrsock, Master, a Snow *L'Ambier*, Mons Ambier, Master, and the *Le Chavel Maria*, 100 tons, 25 guns as against the *Prince George's* 14. A few months later the *Prince George* sank off the Caicoses Islands with all

hands on board, and Captain King, who while on shore sold "Choice Irish Butter at his house on Golden Hill."

Captain Thomas Randall of the Sloop Goldfinch, owned by John Aspinwall & Lawrence Kortright, merchants of New York, under date of December 29, 1759, writes the owners from Hineago that when he "was heaving down" (to careen the ship and clean her bottom) at a place called Stocking Island he had previously informed them that he had captured two French Privateers and that in company with a Privateer from Providence, he had salvaged the cargo of a French ship "cast away upon the Island of Mayaguana" out of which he got a fresh supply of flour and "some small matter of Dry Goods." On the 9th of December in "the Bite of Leoganne," he destroyed another French Privateer. About 12 hours later he met with the Sloop Charming Sally.¹ On the 18th the Goldfinch and the Charming Sally captured a French Privateer and her English prize, Captain Daniel Seymour's ship. This was a rough fight. The Goldfinch fought it out with the Frenchman² for four and a half hours and was hit thirty times without the loss of a single man on board the Goldfinch or the Charming Sally. The French lost five men killed, eleven wounded out of a crew of about one hundred. However, this prize "was accounted by the French" the finest Privateer they had in the West Indies.

The New York Gazette of January 30th, 1757 carries the first bad news of the year, the capture off Barneгат of the Privateer Brig Mary, Captain John Pell. The cruise of the Mary was a brief one. Captain Pell sighted a ship which he supposed to be a large French merchantman. She was a frigate; he discovered his error too late, and as he was coming about, the Frenchman got his range and crippled his rigging, forcing him to surrender.

Pell was soon back at sea as Captain of the appropriately named

¹ Owned by John Jauncey & John Lawrence of New York. Capt. Richard Harris. 1st Lt. James Lilley (of whom we shall hear more later).

² Perhaps the French ship shown in the illustration on page 20.

Snow, Revenge, James De Peyster, owner. However, his luck continued bad. On September 24, 1758 he was captured by the French man-of-war Bizarre, Captain Pierre Claude Brougen. While on board this French ship Pell witnessed the defeat of the English man-of-war Winchelsea, one of the few English ships to surrender to the French. Pell was a Jonah.¹

After his second misadventure, he doesn't make the headlines again. Unless he was the John Pell who stole his Uncle John Pell's silver.

The first year of the declared war (1756) came to a close with the following results:

"251 ships were taken from the French, amongst which there were the following remarkable ships: The Arc-en-ciel, a man of war of 50 guns: A Martinico-man valued at 250,000 dollars, taken within two leagues of Cadiz, by the Experiment; the Fortune, from Rochfort to Mississippi, 450 tons, with 140 soldiers and 30 women; The Duke of Anjou with stores, and the Grand St. Ursin with 130 soldiers, for Louisbourg; Two ships from the coast of Africa, with 980 slaves; A ship with provisions for Cape Breton; A large French Guinea-man. One privateer of eight guns, eight swivels, and 86 men. Another of 20 guns, 200 men. Another of 10 guns and 90 men. Another of 6 guns, 60 men. Another of 20 guns and 195 men. Another of 8 guns, 18 swivels, 100 men. Another drove a-shore on the Bahama Islands. Another of 8 guns, 10 swivels, 75 men. Another of 4 guns, 6 swivels, and 40 men. Another of 16 guns, 16 swivels, and 230 men; Three more privateers of 10 guns and 56 men. Another of 12 guns, 12 swivels, and 24 men. A frigate of 36 guns with stores for Canada. 230 ships were taken within the same space of time by the French. Amongst which was the Warwick man of war of 60 guns, and four privateers. One ship with 200 soldiers for New York, and another with 88 people on board for Newfoundland.

¹ New York Post Boy February 5, 1759.



Philip Livingston, "The Signer," 1716-1778
From a rare painting in the possession of John Kean
of Elizabeth, New Jersey.

Which, allowing for the difference of value between the English and French cargoes, shows that we had at this time little to boast of, and that our trade was much neglected.”

The main profit of these captures was, of course, the value of the prize and cargo. But, added to this there was a government bonus paid for the number of the enemy captured and the guns on the captured vessels. Using the table of the bonuses paid by the French,² if the English paid on the same scale there would have been an additional cash government bonus of about 5000 pounds due captors of the vessels mentioned.

¹ General History of the Late War, Vol. II, by Rev. John Entick, etc. Pages 48-9.

² Vol. II, pages 378-9.

THE SOCIAL REGISTER

THE long list of Privateers might well be called the "Social Register" of this period. Among their number were two signers of the Declaration of Independence and seventeen members of the Vestry of Trinity Church which testifies to the fact that this pursuit was considered a highly honorable one.

A few of the more prominent Privateers, whom an English traveller called "damnable rich," are worth mentioning.

A later signer of the Declaration of Independence drew the following comment from Governor Hardy in 1755: "Among the considerable merchants in this city no one is more esteemed for energy, promptness and public spirit than Philip Livingston." Livingston owned in part, seven vessels engaged in privateering. He was the first President and a Founder of the St. Andrews Society² of New York, one of the oldest, if not the oldest Society of its kind in the city. An account of its first annual meeting is recorded in the New York Gazette: "The St. Andrews' Society held its first annual meeting, at 'Scotch Johnny's,' after which the members, with a number of Scotch army men who are in the city, dine together in a most elegant and sociable Manner. Many loyal and patriot Healths were drank on the Occasion, *Heartily, yet soberly*. In the Evening, the same Company gave a Ball and Entertainment, at the Exchange-Room and King's Arms Tavern, to the Town; at which a large and polite Company of both sexes assembled. The Ladies in particular, made a most brilliant Appearance; and it is thought there scarcely ever was before so great a Number of elegantly dress'd fine Woman seen together at one Place in North-America. As there were a great many of his Majesty's Officers present, several too of the first Rank, who had never before seen a publick Company of Ladies in this Part

¹ For detailed list see appendix page.

² Thompson's Historical Sketch of the St. Andrews Society.

of the World, they were most agreeably surpriz'd and struck with the charming Sight. . . ."¹

Another signer of the Declaration of Independence, Button Guinett, on October 18th, 1762 petitions for a letter of marque for the Brigantine Recovery. His signature on that paper would bring more money today than the whole venture cost or profited him. However, this petition was burned during the fire in the Capitol Building in Albany, March 29th, 1911. It was kept in Volume 91, Page 90 in a collection of Colonial Manuscripts, with regard to which Edna L. Jacobsen, Head of the Manuscripts and History Section of the University of the State of New York, New York State Library says the following, "Volume 91 was practically destroyed in the Capitol fire in 1911. No part of the p. 90 can be identified among the fragments."

Alexander McDougal and Isaac Sears of New York, the two chief moving spirits of the Sons of Liberty were also among the Privateers of 1756. There were also many Tories. Jacob and William Walton, who owned the exclusive monopoly of trade with St. Augustine were among these. When Loudon placed his foolish embargo on shipping, early in the war, they petitioned the Governor for a permit to send a ship to St. Augustine to bring £150,000 of specie from that port to New York. This was an enormous sum for those days and badly needed. There was another Tory, John Watts, from whose letters we will later derive much information.

Our "Social Register" includes two Jewish names, Hayman Levy and Sampson Simpson. Hayman Levy did an immense

¹ New York Post-Boy, December 5, 1757.

² *SIGN OF THE CROWN & THISTLE* on Whitehall Slip—John Thompson (Scotch Johnny) proprietor in 1757.

KING'S ARMS TAVERN stood on the south-east corner of Whitehall & Bridge Street. Edward Bardin was the proprietor at this time.

EXCHANGE COFFEE HOUSE stood on the north-east corner of Broad and Water Street fronting on the East River. A. Ramsey was probably proprietor at this time although it might have been George Burns. Both Scotch names—quite appropriate.

business on Bayard Street. He manufactured black and white wampum¹ for the Indians and traded in furs. John Jacob Astor acquired his knowledge of the fur trade while working for Levy. Sampson Simpson was the owner of the Brig Sampson whose crew mutinied and fired on the boat of HMS Winchester. When he died he was in business with his brother, Solomon.

Solomon Simpson closed up the affairs of the firm, and in announcing the fact, and requesting debtors to call and settle in order to avoid expenses, adds quaintly² "N.B. Solomon Simpson has for sale, a cargo of mahogany, or logwood, sarsaparilla, indigo, rice, cotton, deer skins, beaver, spermaceti candles³ of the best quality, and a good horse and chair."

The best known of the captains and owners of Privateers was Captain Thomas Randall. His outstanding claim to fame is that he saved his money and had a bad tempered son to whom he left his fortune. This son, Robert Richard Randall followed in his father's footsteps. He also privateered and saved his dollars. Feeling that his end was near, it is said that he got Alexander Hamilton to draw up a will disinheriting all his kith and kin, leaving his very considerable estate to found and endow the Sailors Snug Harbor. The joint and persistent efforts of the family have failed to break the will and so at Sailors Snug Harbor on Staten Island stands the only monument of a Privateer of the Seven Years War.

Another interesting feature of our "Social Register" is that there are many young captains with "Jr" affixed to their names. I strongly suspect that a rich, doting daddy of that day set up his son in the business of Privateering, much in the same way a rich father of the early 1900's gave his son a seat on the Stock Exchange. The speculative nature of both avocations appealed

¹ The Indian name for New York was Laapawacking, the place of Stringing Wampum.

² Old Merchants of New York Vol. II, page 241.

³ The making of spermaceti candles was a jealously guarded Jewish monopoly. The first American trade monopoly or Trust.

to young men and the parent, having little respect for the French or the Lambs of Wall Street, was ready to provide his son with a ship for privateering or to buy him a membership on the Exchange. "Youth will not be denied" and one of the things it won't be denied is a chance to gamble.

SPECULATION

THE whole episode of privateering must be viewed as a huge, bloody gamble. The capital involved was guns, speedy ships, men and their lives. Profits accrued only when these investments were properly handled and unhampered. The great number of men and ships employed in this venture testifies to its widespread popularity and profit. The more daring, who went in at the beginning of the war, made great fortunes. Costs rose later that ruined the smaller speculators. The newspapers of the day are full of advertisements which catch the eye and have nice little drawings of ships under full sail. The printed matter below the picture reminds one of the "Get Rich Quick" advertisements which used to appear in the papers of our day before the S.E.C. made us honest by statute.

Those who engaged in this pursuit and did not use their letters of marque to cover smuggling operations or piracy, planned their cruises much the same way our coast fishermen follow the northern migration of the fish off the coast. Early in the year the fishermen gather in southern waters in search of the mackerel about to migrate northward with the shad. The annual recurrence of this joint migration has given rise to the French legend that the mackerel followed the female shad (called "vièrges" or maids) and led them to the males. Whether the mackerel journey northward to act as cupids or come up the coast to eat the jellyfish that might otherwise sting our "Bathing Beauties" I know not. As mackerel are good to eat let's give them credit for being the most philanthropic of fish.

The French convoys had an annual migratory habit. Much like the fish they moved southward in November and northward in March or April. There was also an east and west convoy route from France to Canada. The privateers, many of them fishermen, had little difficulty in adapting themselves to the habits of the French convoys when they went fishing for men and prizes. The

chief maxim of this pursuit was "don't fish where the fish ain't."

The game the privateers were after were of three classes, merchantmen, privateers and men-of-war. Let's study the habits of the quarry. The merchantmen travelled from France in convoys or singly to their Western Colonies. The French were weak on the sea so their ships moved chiefly during the winter when long nights and the fogs of the channel and North Atlantic veiled and covered their movements.

The privateers, both French and English, hunted in small packs that hovered around fringes of the enemy's convoy, pouncing on crippled ships and stragglers. A storm that scattered the convoy was a godsend to the following wolf pack. "The Fishing" by privateers in the wake of their own convoy was also good. The recapture of a Frenchman's English prize netted the English who captured it the same profit as the taking of an enemy vessel.

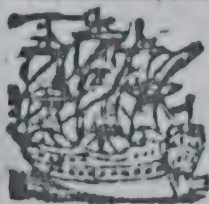
In the channels between the southern islands and the waters near busy harbours, there was good fishing. One French privateer literally stole the pants off a British regiment. "A French letter of Marque of 26 twelve pounders . . . stopped to cruise on this Coast and has taken 25 vessels coming to or going from this Port, Philadelphia and Virginia among whom one with the cloathing and Baggage of the 47th Regiment. I mention this to Your Lordships to shew the necessity of having some of the King's Ships to cruise here: The great Success this Ship has had will without doubt encourage others of the Enemy to infest these Coasts next year."¹

Ships of equal metal often fought duels, the results of which varied. However, the English came out more often on top; they were better marksmen, and soon saw to it that their boats which in the beginning of the war were handicapped by their lack of speed, were replaced by faster ships, most of which were built in this country. We were on the eve of becoming a great naval

¹ De Lancey to the Lords of Trade, N. Y. Hist. Docs., VII: Page 352 Dec. 13, 1758.

power. It was very evident in this war that the American ships were faster and better handled than either the French or English ships.

The Log of the Cumberland that follows, shows us that this American-built ship very seldom had any difficulty in overtaking a "chace." Three or four of these small vessels acting in consort often proved a match for an enemy man-of-war.



THE Privateer Ship
Duke of Cumberland,
Capt. JAMES LILLY,

Mounting 16 SIX-POUNDERS, and is to carry
120 Men : Is now lying at the Watering-Place, and will
proceed on her intended Cruize in a Week from the Date
hereof : She is a compleat Ship and a prime sailer. All
Gentlemen Seamen and others, who intend making a
Cruize, are desired to repair on board.

Recruiting Poster for the cruize of the Duke of Cumberland in 1759.
It appeared in the New York Mercury, December 4, 1758.

Captain Lilley writes his name "Lilley" but he is referred to as Capt.
Lilly in the press of the day.



THE Privateer Ship
Duke of Cumberland,
Capt. JAMES LILLEY,

HER LOG OF CRUISES OUT OF NEW YORK 1758-1760*

AUTHOR'S NOTE: It is an old observation that the English have generally lost by their heads what they acquired by their swords.

After the Treaty of Aix-la-Chapelle in 1748, England had been too hasty in disarming. French aggression, much like that of Germany prior to the present conflict, forced England once more into arms—the Seven Years War—and, as at the beginning of every war, she was badly prepared for it. In 1756, when war was declared, she issued letters of marque and reprisal which licensed privately owned merchant ships to prey on the commerce of France. New York furnished over two hundred such vessels to act as auxiliaries of the English Navy.

One can classify the captains and owners of these privateers under the following headings, only the first of which stuck to the rules:

1st. Those who helped the English Navy and took their pay in enemy prizes captured in a fair fight.

2nd. Those who used their letters of marque to capture French prizes but were not adverse to turning a dishonest penny on the side.

3rd. Traitors who traded with the enemy under the cloak of letters of marque and reprisal.

4th. Owners and captains who posed as privateers but actually attacked neutral commerce and became out-and-out pirates.

5th. A set of ghouls who sank their own ships and drowned their crews for the wartime insurance.

The *Duke of Cumberland*, private ship of war owned by David Provost and Philip Cuyler of New York, definitely belongs in the first of these classes. Her log—a prized possession of The New-York Historical Society—is a record unique of its kind. After a diligent search I find no other privateer's log of this period. The New York Public Library, the Newport Historical Society, the Redwood Library, the Charleston Historical Society, the Peabody Museum and the Essex Institute of Salem, Tulane University, the New Orleans Historical Society, and the Savannah Historical Society have no privateers' records of the period of this global Seven Years War. The very existence of the Log of the *Cumberland* testifies to the fact that the acts of this ship were honorable and aboveboard. Many other logs, lest they be used as evidence in court against the owners, were hidden or destroyed.

THE *Cumberland's* Log has come to rest in a cardboard jacket that protects its ancient leather binding, which has dropped away in great flakes from its stiff buckram backing. On the flyleaf Captain Lilley asserts his ownership by writing in a bold hand, "JAMES LILLEY, his book."

The paper of the log was originally cold white, as cold and

* Reprint of article written by the author for The New-York Historical Society.



BRITISH PRIVATEERS WITH FRENCH PRIZE IN NEW YORK HARBOR

Showing a Southeast Prospect of New York City, 1756-1761

Oil painting by an unknown artist

Gift of Miss Cornelia White in the name of Goldsborough Banyer, 1904

white as the snow in winter moonlight. The writing looks like the fine shadows of leafless trees traced on the snow, deep black against a white background, save where age has mellowed the pages to an ivory hue or the hands of men have turned their outer edges brown. It is as pretty as an old engraving, deep black, clear, with here and there a toning down—an unintended work of art.

The entries are of minor things and treat casually of sickness, fighting, life and death:

“REMARKS Saturday the 23^d Day of December 1758.—

“A JOURNAL of an intended Cruize (by God’s Permission) against his Majesty King George’s Enemies, the French, in the private Ship of War the Duke of Cumberland, James Lilley¹ Commander, from the Port of New York.—

“FRESH GALES of Winds at NW and cold freezing weather.— At 10 A M came on Board with the Pilot, Hove up the Anchor came to Sail. Fine clear Weather and cold.— Left at the Watering Place the Privateer General Wolfe,² Captⁿ [Thomas] Seymour, the Privateer General Amherst,³ Captⁿ Koffler, and the Privateer Tartar,⁴ Captⁿ [Thomas] Lawrence.— Took my Departure from Sandy Hook in the Latitude 40:25 North Longitude 73:54 West from the Meridian of London./.

“REMARKS . . . Sunday 24th Dec^r 1758. At one P M Richard Kelly fell over Board, therefore hoisted the Yawl out⁵ immediately, brought him on Board and hoisted the yawl in.— At 2 P M said Kelly dyed. . . . At ½ past 5 P M buried said Kelly.”

¹ See facsimile of the first page of the Log of the *Cumberland* on opposite page. Captain Lilley, before he commanded the *Cumberland*, was First Lieutenant (commissioned September 28, 1756) of the *Charming Sally*, Captain Richard Harris, owned by John Jauncey and John Lawrence, Jr. The title head of this article, spelling Lilley without the *e*, is a facsimile from the advertisement of the cruise in the *New York Mercury*, Dec. 4, 1758.

² Owned by George Folliot.

³ Sumner Stilwell, owner.

⁴ Owners: Philip Livingston and John Lawrence, Jr.

⁵ Navigators reckoned their day from noon and were always 12 hours ahead of the calendar, so that the 24th of December, *ship's time*, started at 12 o'clock, December 23rd, *land time*. Thus, though Richard Kelly's death is entered in the log book as occurring at 2 P.M. Sunday, he died Saturday afternoon according to the landsman's calendar.

⁶ The yawl was lowered and put to sea.

Remarts Saturday the 23^d Day of December 1738.

A Journal

Majesty King George's Enemies, the French, in the private Ship of War La Duke
Cumberland James Liddell Commander from the Port of New York.

Fresh Gates of Winds at NW and cold passing NW. - At 10 A.M. came on Breeze at the 1000 fms up the Anchor and came to hail. Fine clear Weather and cold. - Left at the 1000 fms the Private General Wolfe Capt. Symour, the Private General Ansell Capt. Rogers and his Drums, 1000 fms. - Looked down from under Hood in his Latitude of 40. 23. North Longitude 73. 5 West from the Meridian of London. f.

[illegible]

In this laconic way we are told of the *Cumberland's* first casualty, which occurred off Sandy Hook only three hours after they "Hove up the Anchor and came to Sail."

The entries that follow speak of cold and wintry gales, but Christmas was not forgotten:

"25th Dec^r 1758 . . . This Day served the People with fresh Provisions." Our ancestors made much of their puddings. I guess they had a pudding, though it isn't mentioned.

Captain Lilley was a careful man and watched over all things. The casks of beef and tierces of bread were numbered and the location from which they were taken when issued to the men noted:

"26th Dec^r 1758 . . . Broached 1 Cask of Beef No. 1 Starb^d side, and 1 Tierce of Bread No. 4 Do and served one Pound of Beef pr man." That's the kind of rationing our fathers believed in.

Fine days were used to repair the damages incurred in foul. The weeds that collected on the ship's bottom and much retarded its progress were removed. Thus, on one day of "Light Winds and clear Weather . . . The People [were] employed in careening the Ship; hoisted the yaul [*sic*] out and scrubbed the Ship's Bottom." The Captain believed that a nail should not be lost so that his little kingdom, the *Duke of Cumberland*, might not be lost "and all for the want of a two-penny nail."

Seven days after leaving New York—December 30, 1758—the *Cumberland* was north and east of Bermuda. From that date to the 17th of January she went about 700 miles to the east by south to latitude 29:43, longitude 54:30. At this point, either on account of favorable winds or a change of mind on the part of her Captain, the *Cumberland* took a southwesterly course.

If you have been a'fishing, you will remember the dreary days you sometimes spent in trying to locate the fish. Men in boats have the habits and many of the characteristics of fish, such as migrating in schools and following certain lanes or

courses. Our privateers, who had been fishermen, found that their quarry was no wiser than the goggle-eyed mackerel, and just as difficult to find. For three weeks Captain Lilley had committed the unpardonable sin of a fisherman; he had fished "where the fish ain't," hanging off Bermuda and making a wild goose chase 700 miles eastward, endeavoring to locate the French convoy.

At noon on January 17th he put away his sextant and said, "O'Hell, this is no good! We'll go to the Islands and stir up the damned Frenchies!" So he laid his course southwest.

On February 4, 1759, they sighted the Island Mayaguana and at noon the Caicos Islands "and also three Sail"—the first they had seen since leaving New York. They immediately gave chase to see if it were friend or foe and at 3 P.M. the following day "spoke to the Chace which proved to be the Dreadnought *Snow*"⁷ of New York. The two captains gossiped a bit. The *King of Prussia*⁸ of New York was inshore and a Rhode Island privateer and her prize.

On the evening of February 6th they came to anchor in the Bay of Monti Christi, where they found the English convoy and H. M. sloop *Viper* and brigantine *Port Mahone*, and the privateers *Sturdy Beggar*,⁹ *Hercules*, *Hunter*, *Tartar*, and *Dreadnought*, all of New York.

The stay at the Mount was not entirely uneventful. Some of the crew went on a "binge" on shore with the following result:

"February 8th: At midnight James Patterson assaulted three of the commanding officers, whereby a Mutiny wo^d have ensued, had not the Captain immediately interposed and quelled it."

On February 9th a sloop from New York, John Brown, Commander, reports having seen the *Sturdy Beggar* in pursuit of four heavily laden ships.

⁷ Owned by John Wadell; Captain Willet Taylor.

⁸ Owned by Joseph Hayes of New York; Captain Donaldson.

⁹ Captain Robert Troup.

Captain Lilley got restless and heaved up his anchor; he soon fell in with three old friends, the *Dreadnought*, the *Hawke* and the *Hercules*, going his way to Cape St. Nicholas. These four New York vessels decided to join forces and cruise between Cape St. Nicholas and Monti Christi, on learning that the French convoy was in the neighborhood of Cape Francois. They met a number of New York and Rhode Island privateers and a Dutch prize with rum and sugar on board, recently captured by the *King of Prussia*, the *Sturdy Beggar*, and the *Hester*.— And then they fell in with three stragglers from the French convoy.

On February 18th, a windy morning, the *Cumberland* was going along briskly under "handed" Top gallant Sails it blowing fresh. At ½ past 5 AM going in company with the Privateers the *Hercules*, *Dreadnought* and *Hawke* deseryed three Sail to the Windward upon which we all gave chace." Finding them to be French ships, "an Engagement commenced which lasted about half an Hour when they all struck." The names of the three ships were the *Dolphin* (Captain Domaine) the *Eagle* (Captain Rozin) and the *Grand Joseph* (Captain Trabo), loaded with sugar and coffee. They were out of Cape Francois with the French convoy "but had parted with them last Night. The *Dolphin* and *Eagle* struck to the *Cumberland*, who in the Engagement had only one Man, Rich^d Willson, wounded in his right Arm; but [the *Cumberland*] had her foremast shot through above the Partners,¹¹ and [was] wounded in the Head below the Rigging, her Trussel Trees very much damaged, and her Shrouds, forestay and Backstays shot away with the main Topmast stay Sail."

The first lieutenant, Mr. Dunscombe, and the third lieutenant, Mr. Shakeshaft, were put in charge of the prizes, during which operation one man was lost overboard and drowned.

¹⁰ Furlled, reefed.

¹¹ "Partners" signifies the heavy timbers in the deck of a vessel which hold the masts in place; consequently when a mast is shot away above the partners it is gone down to the deck.

MID-18TH-CENTURY
WEST INDIES

Showing Places Mentioned in
the *Cumberland's* Log Book

Adapted from a French chart
dated 1750

"Par le Sr. Robert,
Géographe ordinaire du Roy"



February 21st and 22nd, being calm, were given up to visiting. Captain Lilley went on board the *Dreadnought* and the following day he entertained Captain Miller of the *Hercules* and Captain Taylor of the *Dreadnought*. The sea was much more intimate and friendly in the days of sail.

Signs of scurvy now began to appear among the crew; vinegar was served the men. The daily sick report began to mount and then the *Cumberland* was driven far to the north by a severe gale, during which she scudded along under bare poles. Scurvy and colds brought the sick report up to eighteen. To add to their discomfort, the bread began to go bad. Therefore they headed back to the "watering place," where the men sweated out their colds, the ship laid in a load of water and firewood, and the scurvy victims were fed fruit.

What with the friendly visits of the captains of his consorts and the cold cruise to the north, Captain Lilley's liquor and sugar were low, so he sent Mr. Dunscombe to the neighboring Dutch prize to get 20 gallons of rum and 50 pounds of sugar, of which he immediately made fari (punch).

On March 30th, rather belatedly, shoes and "chock" for shirts were issued the men before leaving the watering place, as Captain Lilley had it in mind to attack the French at the mouth of the St. Lawrence. However, due to sickness and the unwillingness of his crew to continue the cruise and the "disability of his Foremast which was wounded in the Engagement with the three French Ships from the Cape," Captain Lilley made for the Port of New York, rescuing the ship *Nancy* of Philadelphia, bound for Jamaica, from a French sloop privateer off the coast. He arrived at New York on Sunday, May 20th, and this ended the cruise of 1759.

The End of the Sturdy Beggar

In the meantime the *Sturdy Beggar* had not been idle. At the request of General Thomas, the English general in command at Antigua, she convoyed five sloops with "the new raised Levies

and Stores, down to Grandterre." At the "Watering Place" while taking on water, they exchanged a few shots with the enemy.

From thence, in the company of a "Bomb and several Transports," they sailed to Ste. Anne "to reduce that Fortress and drive away the Enemy." The attack now became amphibious. The men were put on shore and with the aid of the army succeeded in burning several fine plantations. Then going further inland, they "met with a Booty of 300 Hogheads and between five and six Thousand Loaves of fine white Sugar." In so doing, they got out of touch with the ground forces and were driven back to the boat. On their return to Antigua, so well pleased were the English with the conduct of the crew of the *Sturdy Beggar* that "General Thomas, with some others, not unmindful of Captain Troup's Services for the general Good, made him a Present of a handsome large Silver Bowl, Cup, and Salver."¹²

This gift to Captain Robert Troup is one of the few instances of approbation shown a provincial by the haughty English officers.

The career of the *Sturdy Beggar* was, however, nearing its end. A year later, on April 12, 1760, Captain Lilley noted in his log that he had received information that the *Sturdy Beggar* had sunk off Antigua by running on Diamond Rock.

The *King of Prussia* was also near the end of her rope. On April 14, 1759, she ran ashore on a reef off the northwest part of the West Caicos Island.

So many privateers had been lost or gone into the more profitable trade of smuggling supplies to the French via the Spanish colonies of Pensacola and Monti Christi, which, strange to relate, the English courts held to be legal, that on June 16, 1760, it was stated that only two privateers out of New York were on a cruise—the *Harlequin* and the *Duke of Cumberland*.¹³

¹² *New York Mercury*, May 21, 1759, p. 3.

¹³ References: *New York Post-Boy*, May 21, 1759; Log of the *Cumberland*, April 12, 1760; *New York Mercury*, May 21, 1759; *New York Post-Boy*, June 16, 1760.

Second Cruise of the CUMBERLAND

On the 23rd of December, 1759, just one year after her first cruise started, the Cumberland once more dropped down to the watering place and took on board the pilot. Adverse winds forced her to anchor. Another change of wind compelled the Captain to cut away his best bower anchor, lest he be blown ashore.

On Christmas Day it was discovered that "In the Night Moses Boggs dyed suddenly. . . . Buryed afores^d Moses Boggs ab^t Noon." Another death followed shortly thereafter: "3^d Jan^y 1760 . . . At 7 P M Prayers were read to Edw. Day who was near his Death in the Small Pox. . . . 4th Jan^y 1760 . . . At ½ past 4 P M Buryed the afores^d Edw^d Day."

On the way down to Porto Rico, the westernmost point of which they sighted on January 12, 1760, they spoke a Schooner, Caleb Prince, Master, "30 days out from Guadaloupe bound to Boston. . . . They were in want of Bread so I spared them some. She returned a few Limes and Oranges." They also boarded the Brig *Lucy* from Dublin, Thomas Willson, Master, and loaned the "Doctor . . . to visit a sick person."

At about this time the English began to try to break up smuggling in earnest. The *Duke of Cumberland* very evidently had orders to search all suspicious vessels. Many ships were searched, sometimes as many as three or four a day. A French ship disguised as Spanish was seized. Three of the crew of the *Cumberland* broke into the captain's cabin at night and mutinously demanded that the gold found on the French prize be divided equally among the crew. The captain casually remarks that he switched them about the head with his cane and put them in irons. This attack on his person made no more impression on him than the entry of April 30, 1759, 9 P.M.: "Saw a remarkable Star having a long bushy Tail to Eastward.""

" This "star" was undoubtedly Halley's Comet, which made its first reappearance in that year after Halley's prediction, three quarters of a century earlier, that it would return. Photographs of the Comet taken during its last appearance in 1910 show it to have such a tail as Captain Lilley described.

Several "Flags of Truce" from Rhode Island and Pennsylvania were sent to Jamaica to be condemned. These two Colonies were most flagrant in the misuse of flags of truce, issued with the avowed purpose of exchanging prisoners, while their real object was to trade with the enemy.

Not all of Captain Lilley's time was employed in this "watch dog" activity—the record of which gives us the longest list of privateers, their owners and captains of this period that I have seen in any book. Off Samana he went fishing and replaced the anchor he had lost. He was entertained by the Spanish Governor and in turn received the Governor and his staff on board the *Cumberland*.

From the ship *Benjamin* of Salem, John Crowningshield, Master, they got a fresh supply of rum "for the ships use." The crew also availed themselves of the opportunity and laid in a private stock of their own, which they used too freely. "I took the People's Rum which they had bought here from them, they being mostly drunk, in order to serve out to them in moderation." Probably as a result of the above confiscation the entry adds, "This Night John Likins & James Lyon run away."

And now she is headed towards the north. Our "cruise" with the *Duke of Cumberland* is over. We return to the Port of New York¹⁵—her home port and ours.

As we turn the last pages of the log and replace it in its cardboard shroud, we feel as if we were locking up a bit of the sea and the wind, tinged with the salty and tarry ships' smells—the sea, restless and calm, cruel and gentle.

What of the men who saw, heard, and smelt? Let's leave them at the height of their health, strength, and lust—the crew of the *Duke of Cumberland*!

¹⁵ The last entry in the *Cumberland's* Log Book is dated July 7, 1760.

THE "ILLICIT" TRADE

IN 1755 a shrewd old Scot, Cadwallader Colden by name, was living at Coldenham near Kingston, on the west bank of the Hudson, back from the river. Two years before, he had bequeathed his perquisite of Surveyor General, to his grandson, Alexander, giving as his reason: "My advanced age, now in the 68th year of my life, made me think it high time to retire from business and to indulge the remainder of life on more agreeable pursuits which require less action."

From his country retreat he corresponded with the leading scientists in England and France. Botany was his hobby, but electricity, a dairy farm and his old profession of medicine kept him busy writing interesting letters in which he tells how to cure colds and a method of eliminating "offensive breath." The little ills of mankind drew his attention. "As to my part, I would value myself more on finding out a remedy for the most simple malady than for the most Pompeus Shew of Learning.¹ I'll Tell you an effectual remedy for Corns in the feet. The Fresh root of Accaise I know not that has been observed by others the *Phytolacca* bruised or made into a poultise by beating only or rasping it & applied to the corns renewed every six hours, generally kills them in 24 hours so effectually that they soon afterwards drop out & this it does without any pain by the application."

But all was not well with our learned friend. His house half way between Shaungunk Mountain and Goshen was dangerously near the hostile Indians who were killing his neighbors. At the insistance of his children he moved to New York in 1757 despite the added expense which he could ill afford at the age of seventy. In New York he obtained the office of President of the Council and in 1760 on the sudden and unexpected death of

¹ There was a recognized right of succession among the office holding class in America—the office passing from father to son.

² A book he had just published turned out to be a flop.



Front View of Burn's Coffee House
Broadway opposite the Bowling Green
1760



Rear View of Burns' Coffee House
Sometimes called Kings Arms Tavern.

James Delancey, he became Lieutenant Governor of New York, which office he held till 1762. On taking office he writes a friend as follows:

"All my amusing speculations are at an end at least for some-time, I am obliged to be perpetually in Company & to give a quite different turn to all my thoughts. However, I have this satisfaction that I was receiv'd with as much respect as I could desire, & the same respect continued. I have not heard of one discontented Person, or who wishes a change. The Assembly of this Province is now setting, the time is so short since they mett, that they have not had an opportunity of declaring their sentiments publicly but I have reason to hope that everything will be as I wish."¹

As by far the greatest part of Colden's letters while he was Lieutenant Governor of New York have to do with what he calls "Illicit Trade," let's try to define what he meant by this expression. In the first place he referred to what is well known by the name of smuggling. The King's revenue laws were more honored in the breach than in the observance. Both Colden and his grandson, Alexander protest much against this practice of the merchants but only in one instance did they seem to have been able to accomplish anything.

New York—May 8, 1756

Alexander Colden to Cadwallader Colden

"Last Saturday I had an information of some Holland Goods running at Mr. Marston's Country Seat. I went thither by Water & made a Seizure of some Duck which I believe will amount to a thousand Pound. I was from home Saturday Night all Sunday & Sunday Night. This seizure has made great Noise in Town. I was offer'd a large Sum viz 200 Pistoles not to Seize to which I replied All his Estate should not bribe me from my duty. This tho' is not

¹ The New York Historical Society—Collections 1921 Vol. V 1755-1760—Cadwallader Colden Papers—Pages 12-3, 28-9, 64-5, 86-7, 100-1, 192-3, 204-3, 212-3, 306-7, 326-7 and 366-7.

to be Spoke of. The Merchts are vastly uneasy as they find bribing will not do & vast Numbers of Vessels expected with Prodigious qts of Holland Goods. I hope to have some more slaps at them.”

“Little Jack Horner sat in a corner, eating a Christmas pie. He put in his thumb and pulled out a plumb and said, ‘My! What a good boy am I!’” But see how Grandpa Colden pushes the family interests a bit further.

“As Mankind my Lord in general are most active when their Duty and Interest are connected, I think the officers and Men employed in this Service should have such an allowance out of the Seizures, besides a daily Pay, as would make it too Expensive for the Merchants to offer them any Thing nearly equal in Bribes. The officers of the Boats might likewise be frequently removed from one Port to another, in order to render Bribes ineffectual. A superior officer at each Port might have the direction of the Cutters and Boats independent of the Custom House which I am told is the Case at the Isle of Man.”

“My Grandson tells me that soon after he entered upon his office, he was made to understand that if he would not be officious in his Duty, he might depend upon receiving £1500 a year. His answer and Conduct has convinced them of his Integrity and Resolution to discharge his Duty with fidelity. I mention this my Lord as an Instance of how highly the Illicit Traders can Bribe.”

Little or nothing was done to stop smuggling. A guard ship was placed in the harbor, which as we will see later, did more harm by the arrogance and crookedness of its officers than it did good. However, we must in justice to Colden say that the little he did to combat this evil, drew protests from the merchants of New York who wanted nothing done. The only argument they advanced in their defense was that the British and other colonial merchants were engaged in the same pursuit. The various cus-

¹ New York Hist. Soc. Col. 1911—Pages 72-3.

roms laws, imposed on the Colonists by the English were very poorly administered and generally disobeyed. In fact, at the outbreak of the war none of them were obeyed except when they were to our advantage. Later, when due to the war and lack of adequate revenue, England tried to enforce these laws that had long been dead letters on the statute books, serious results followed.

When hostilities broke out with the French, the haste with which Letters of Marque were taken out and the large number of them issued to the New York merchants, indicates only one thing. The merchants thought that the Letters of Marque were to serve as a cloak and a passport to break the revenue taxes. Our forebears intended to, and did trade with the enemy during the Seven Years War. Towards the end of the war this trade was large and carried on quite openly. The Spanish port of Monti Christi was the safest place to carry on an indirect trade with the French. At Monti Christi, supplies destined for the enemy were landed and sent overland to the French on the other end of the Island of Hispaniola. The ox-carts that carried the contraband came back loaded with French sugar, re-baptised "Spanish." It was a very apparent case of the "cat having kittens in the stove, which were not loaves of bread." An over active French naval officer who raided Monti Christi, capturing and sinking thirteen privateers, among which was the Brigantine, Prince of Wales out of New York, was severely reprimanded by his Admiral who didn't want the source of the French navy's supplies cut off.

For a time the merchants, engaged in this commerce, "rode high, wide and handsome." Profits were huge and the practice was almost universal. No fairminded jury could be chosen to try the culprits, as the majority of the jury were in one way or another implicated in this trade. So no convictions were obtained in the civil courts. Of this Illicit Trade, John Watts the Old Tory merchant says: "We have an odd kind of Mungrell Commerce here calld the Mount Trade, a Spanish Port near Cape Francois.

the Lawyers say it is legal & contrary to no Statute, the Men of Warr say it is illegal & both take & Condemn them at their own Ships while they are acquitted at others. No two Courts pursue the same Measure. A Stranger to form a Judgment from them would imagine that the Nation in its Jurisdiction had neither Rule Law or probity & yet the Evil is suffer'd to go on without any determination, the Subject is tore to pieces by Robbers, Lawyers & all sorts of Vermin. I never was concern'd in this kind of Commerce myself but I have both blam'd & pity'd some that were."¹

Rhode Island merchants also had a finger in the pie.² "Messrs. Ebenezer Richardson, Thomas Richardson & Lemuell Wyatt instructed their supercargo 'to settle himself at Monti Christi and there collect great Quantities of Sugar and Molasses and that they would supply him with Cargoes in Exchange; however, 'the sugars and Molasses' he could only procure from Port Dauphin and other French Ports, and that he was to have received 10 per cent commission from the Gentlemen named above for what Business he did for them.'"

On the difficulty of obtaining judgments against the leading merchants of the day, Colden writes the Earl of Egremont as follows:

New York, Septr. 14th 1763.

MY LORD

"We have a set of Lawyers in this Province as Insolent, Petulant and at the same time as well skilled in all the chicanerie of the Law as perhaps is to be found anywhere else. This requires Judges of ability & Skill in the Law to restrain them who are not easily to be found in this Place & at the same time disinterested for the distinguished Families in so small a Country are so united by intermarriages & otherwise that in few cases a cause of any

¹ Letter Book of John Watts of New York 1762-1765 P. 26-7.

² Charles Hardy to the Lords of Trade—June 14, 1757.

Consequence, especially where the Kings Rights are concern'd, can be brought before a Judge who is one of these families in which he can be supposed entirely disinterested & free from connections with those interested either in the Case or in other cases similar to it."¹

There was another form of illicit trade; that with Holland, France and Scotland. The Colonists were excluded from trading direct with the outside world save through England. All European commerce, with a few minor exceptions had to be passed through the English custom house and have a duty levied on it. However, Indian trade goods were imported illegally from Holland and much tobacco was exported to France although England was the only market allowed the southern planters. This of course was smuggling pure and simple.

To carry on a clandestine trade with the French, Flags of Truce were applied for, under cover of which, with a few French prisoners on board, these cartel ships went on their "errands of mercy," to free friends and loved ones held as prisoners by the enemy. The entire number of prisoners so exchanged could have been carried in one or two boats. Yet there were hundreds of Flags of Truce issued for this purpose. Of course, an ample supply of provisions was taken on these purely philanthropic cruises and the Flags of Truce came back in "ballast." However, the ballast was sugar, and rum.

New York issued only a few of these licenses, but Governor Denny of Pennsylvania did a flourishing business in selling such passes openly; Thomas Penn said that "the Delaware River swarmed 'with shallops unloading these illegal cargoes, brought at their return and cheating the King of his dutys, besides carrying provisions and ready money to the enemy.'"² At first Denny sold these licenses in small numbers³ for which he received large sums of money. His greed and the great number he issued broke

¹ The Colden Papers—Page 231.

² British Colonial Policy 1754-65 L. Beer Page 91.

the market so that he finally sold blank Flags of Truce for as low as twenty pounds.

The French Commandant at New Orleans welcomed at least a half dozen American Privateers and was commended by the French Foreign Office for so doing. The goods taken to New Orleans and Mobile were very useful to the French in making presents to the southern Indians and thereby causing them to attack the borders of our Southern Colonies. Some of these Indian trade goods may have gone up the Mississippi to bribe Pontiac to attack Detroit.

Before the war was over privateers from the colonies and merchants from England and Ireland were trading openly with the French in New Orleans. From this neighborhood, Captain Richard Hadden of the Schooner *Peggy* writes the owners, Nathaniel Marston, Jasper Farmer & Co. of New York, that the French population was neglected by the home government and adds, "They have no news from France these three months and every thing is at a Golden Price with them;" a rather illuminating remark, helpful to Mr. Marston who had smuggled goods seized at his country seat by young Colden at this time, December 29, 1756. Captain Hadden, a year or so later was indicted for piracy, while Nathaniel continued to serve as vestryman of Trinity Church.

To get evidence about illegal shipments, the Government offered rewards to those who would furnish information.

Now there were in New York City gal three worthies, anxious to cooperate and turn an "honest penny," George Spencer accused of giving information to the enemy, Augustus Bradley held for counterfeiting Bills of Exchange, and James Wendell imprisoned for debt. In their moments of enforced leisure these three accused some sixty merchants of illicit trading, giving a list of boats engaged in this trade and a list of their owners. At some time in the past, either by intent or by the Fire of 1911 both these lists have been much mutilated.¹

¹ Cal. Hist. Mss. Albany Vol. II., Page 716-7.

Our three jail birds met with little success in trying to get a hearing while Loudon was at the head of the English Army. He was a man utterly devoid of genius, or any substitute for it. "Always in a hurry, and hurrying and pushing others about, but never making any progress. He was compared to St. George on a sign-board, always on horseback, but never advancing."¹ I have found nothing good he did and much bad. Among the latter he placed an embargo on the grain ships, badly needed in England. Due to a crop shortage and the large purchases of the English army and navy, England for the first time in her history was forced to import food.

In December 1760 when General Amherst superseded inefficient General Loudon, the three "jailbirds" ganged up again, repeating their accusations in more detail. Among others accused were Nicholas Gouverneur, Alderman Philip Livingston, Theophylact Bache and Nathaniel Marston whom we have met before. Amherst promptly referred the matter to the Governor's Council.

Scandal is not good for business. The Governor's Council, doubtless influenced by the Yule Tide spirit, met the day before Christmas 1760 to consider the matter. After a brief hearing, it gave the merchants of New York a general white-washing. So this smoky little scandal was officially ended. Behind the smoke we can note one gleam of fire. The Brigantine Polly & Fanny was taken on her voyage from Port au Prince to New York by HMS Ship Lively and condemned for having contraband on board. The owner of the Polly & Fanny, Andrew Barclay, a vestryman of Trinity Church, denied the charge; however, he was tried in the Admiralty Court and found guilty. This was one of the few decisions adverse to a New York merchant, rendered in New York. If his case had come before the Council, I believe, he would have been found "Not Guilty."

At the meetings of Trinity Church Vestry, no doubt Andrew

¹ History of New York Vol. I, by W. M. Dunlap, Note on page 381.

Barclay, Theophylact Bache and Nathaniel Marston could quietly discuss the merits of the cases against them with Robert Elliston, Collector of His Majesty's Customs and with Chief Justice Daniel Horsmanden.

The main purpose of the illegal traders, most of them privateers, was to get food and supplies to the French, their most profitable market, and bring back a cargo of sugar, rum and dye wood. If this couldn't be done fairly, they tried to do it by stealth and bribery. The chief risk was the seizure of their vessels by the English Navy.

The best evidence that such a trade existed is summed up in the following letter of Cadwallader Colden:

TO SIR JEFFREY AMHERST

New York April 23rd 1762.

Sir

"I have the honour of your Excellency's Letter of this Day, in answer to which inclosed is a List¹ of Vessells cleared out from this Port with Provisions which are suspected to be on illicit trade. Among them it is observable that the sending of Onions, Boards, Hoop-poles, Apples & Oyl to New London, the sending Tar to North Carolina, Beef & Butter & the sending Provisions Bricks & hoops to Pensylvania are all of them like sending Coals to New Castle, & indeed Provisions of any kind are very unfit for these Markets. The same objections as to Vessels cleared for Jamaica cannot be made, but there is strong presumption that several Vessels cleared for Jamaica have gone directly to French Hispaniola as certainly the Sloop Dove did without going near New London for which Port she cleared out. Notwithstanding of this all the Vessells formerly cleared out in like manner returned Certificates from the proper officers that the provisions were landed at those ports. It may be that in some cases the provisions were really

¹ The paper mentioned is missing from the record.

landed, & an entry made at that port of a different cargo tho' the same Cargo was taken on board again. So many people I suspect have been interested in this illicit Trade from this place that it is very difficult to find Persons to execute any orders who have not connections with them, or who are not affraid of their resentment, so that however solicitous I be to bring the guilty to condign punishment, & to put an entire stop to this pernicious Trade, by endeavours may not have the desired effect."¹

Two other "tricks of the trade" are worth mentioning. Ships were sunk so as to collect the war-time insurance. Also fake captures and recaptures were planned in order to get goods into the French ports. About this latter pursuit, the Lords of Trade under date of October 9, 1756 sent a circular letter to all the Governors in America:

"And in order the more fully to answer his Majesty's intention of distressing the enemy and to render his orders herein the more effectual you are to take care in case the Masters or Owners of any Ships or Vessels having cleared out from the Colony under your Government laden with provisions from any of his Majesty's other Colonies or Islands, shall be detected in *causing Collusive Captures* to be made of the cargoes that the severest penalties be inflicted upon the offenders which the laws will in such case allow of."²

Whitehall.

Signed:

DUNK HALIFAX

ANDREW STONE

JAMES OSWALD

Smuggling and trading with the enemy was the common practice of the merchants of all the Colonies until the English Navy took a hand in breaking up this trade in 1760-61.

¹ The Colden Papers—Pages 195-6.

² Documents relating to the Colonial History of The State of New York Vol. VII Page 162.

THE END OF A WAR— THE GROUNDWORK FOR ANOTHER

AS the war dragged on, it became evident that England intended to use the war as an excuse to end our commerce with the outside world. America was to be turned into a purely agricultural country; manufacture of all kinds was to be discouraged—the same fate proposed for Germany after her surrender in 1945.

The war increased the demand for masts and timber on His Majesty's ships. The King's Surveyors of the Woods became increasingly active in placing His Majesty's mark on all pine trees of more than twenty-four inches in diameter. Heavy penalties of money and lashings were inflicted on those who cut down and removed such trees. This law was both oppressive and absurd as it reserved to the crown a thousand times as many trees as could ever be required by the navy even in war time. To allow all that were not actually used to stand until they decayed was ridiculous.

Limitations of markets were placed on the products of our fisheries, a hazardous trade at best, dealing with a highly perishable product, where the margin of profit was small. The restrictions now set on the ports of export rendered this trade profitless. As the only ports of export allowed were Great Britain and her possessions, the price of fish was forced down to a ruinous level to the benefit of the English and the commissary of her army in America. Embargoes of longer and shorter duration were placed on our shipping. At times as many as three hundred ships were thus idle in New York harbor.

In retaliation the merchants of New York placed embargoes on English goods. Whereupon England raised her embargo on exports from New York, the merchants here doing the same on English goods arriving. As soon as trade came to nearly a normal basis, the port would again be closed and the whole curious circle would start all over again. Bitterness against the Mother Country increased.

Another evil was also inaugurated during the war; the impressing of seamen for the English navy and transport service. It took two wars and over fifty years to put an end to this, shall we call it "Emergency War-Time Measure." The Privateers suffered much by having their crews impressed for service in the Royal Navy. Montresor, the chief engineer of the English Army comments on the fact that no Privateer came into the harbor of New York without having the greater part of her crew taken for service in the British Navy. At least three cases where attempts were made to impress seamen in the Port of New York led to bloodshed.

"Although it is Sunday, Capt. Jasper Farmer, 'of the Militia Train,' with several of his company, at about two o'clock in the morning, board the 'Charming Jenny' (a vessel of the snow type), lying alongside the 'new Dock', in order to impress men for the transport service. They impressed several; but 'four of the crew, more obstinate than the Rest, retired into the Round-House, and there armed themselves with Blunderbusses; and altho' Capt. Farmer, and a Magistrate then standing on the Dock, desired them in an amicable Manner, to surrender, promising they should not go on board the Men of War, but serve on board the Transports, yet they obstinately refused, and fired their Blunderbusses thro' the Loop Holes, and wounded Capt. Farmer . . . , of which Wound . . . he died.' These men did not surrender until a party of regulars, after firing a volley into the round-house, seized them. The coroner's inquest brought in a verdict of murder against four of the snow's crew."

"On the same morning, about five o'clock, while another party of the militia 'were looking for Sailors in the Out-Skirts of the City, they fell upon a House wherein nine Dutchmen' were lodged, (they lately being brought in by some of the Privateers)

¹ It is possible that one of these Dutchmen was George Christian Anthon, the great great grandfather of the writer, who had been captured by the English about that time.



New York Harbor 1761
Looking towards Fort George



Coffee House Slip and New York Coffee House

who at first would not surrender; whereupon an Officer with a Party came to the House, and ordered his Men to fire, altho' two of the Dutchmen in the Garret would have surrendered and come down, the other seven having secreted themselves. . . . One of the two was killed and the other severely wounded. The coroner's inquest brought in a verdict of murder against the officer and against others unknown to the jury."—This processing on the part of the militia and regulars, as well as the proclamation of Gov. De Lancey on April 14, were in direct violation of the statute of Queen Anne.²

Another attempt to impress seamen was described as follows:

"BY THE HONORABLE CADWALLADER COLDEN, ESQ. PRESIDENT OF HIS MAJESTY'S COUNCIL, & COMMANDER IN CHIEF OF THE PROVINCE OF NEW-YORK, AND THE TERRITORIES DEPENDING THEREON IN AMERICA."

"A PROCLAMATION"

"WHEREAS it appears by Information on Oath, that on the Nineteenth Day of August, Instant, an Officer and thirteen men were ordered by Capt. Hale of His Majesty's Ship Winchester, lying in this Port, to proceed in the Ships Boat towards a Vessel then appearing under Sail within the Narrows, since known to be the Ship Sampson, Osborn Gratrakes, Commander, from Bristol bound to New-York, in order to speak with her; That several Shot were fired from the Winchester to bring her to; and that the Officer in the said Boat, when within proper Distance of the Ship Sampson, did hail her, and desire the Crew to bring her to, which they refused to do, and fired into the Boat: That altho' the People therein begg'd the Crew to cease firing, and the Boat was then going from the Ship, and no Fire Arm was discharged from the Boat, the Crew of the Ship Sampson continued firing on the

¹ N.Y. Post-Boy, May 1, 1758.

² Dunlap, Hist. of the New Neth., Prov. of N.Y. and State of N.Y. (1840), II, Appendix W., P. LXV.

Boat, until she was without the Reach of Musquetry; and that by the Shot so discharged from the Ship Sampson, at the Time the Boat was steering from her, three of the men in the Boat, to wit, John Jackson, Edward Thurston and Thomas Scudemore were killed and Peter Lyal so wounded that he soon after expired." In the meantime sixty members of the crew of the Sampson escaped in the ship's long boat to New Jersey.¹

The arrogance and greed of the English often caused grave annoyance to John Watts who wrote the following:

"His Lordship² is playing the Devil with us at the Havanna, obliges all Comers to part with their Bread and flour at his own price which is five Dollars per hundred for one and four for tother, which is not the first Cost and Charges, & when the Inhabitants would give the double for it, an Advantage it seems he takes to himself, thro' a tool of his One Kennion, he lays besides a heavy duty³ on all goods besides prescribing his own price. No arguments will move him, they call him a very Harpy, notwithstanding he has (they say undeservedly) made such a profitable Acquisition. Our General & our Governor both of them particularly encouraged people to send Adventures after the fleet and Army, that they might be in no danger of Want. Among other's, Mr. Cruger & myself sent a Vessel which escaped the risque both of the Enemy lying in the way & a dangerous Navigation, and luckily arrivd just as the place surrenderd, she carryd the encouragement General Monckton gave us in writing under his own hand & had particular recommendations to Coll: Hale his Lordships Secretary, but nothing would do, he obligd the Capt; to take seven or eight pieces of Eight per Barrel for above a thousand Barrels of Bread & flour, when he could have got above the double of the Inhabitants, forbid any person to traffick

¹ New York Gazette—September 8, 1760.

² George, Earl of Albermarle.

³ The duties at Havana on importations are printed in the N.Y. Mercury, Oct. 4, 1762.

with them, upon pain of imprisonment & obliged him to pay about Six hundred Dollars duty, the people of this Colony (New York) are stark mad about it, they furnish'd him with above five hundred men at the most critical time in order to enable him to make the Conquest, and as soon as it was made, he precluded every Mortal but himself or a Creature under him, from the least advantage that might possibly arise from the Acquisition, our Master is not returnd to inform us minutely how this oppression has been carryd on but we imagine instead of making a noble Voyage fairly earn'd by running Risques, we shall loose some hundreds of pounds, the Market of Jamaica would have allowd us thirty or forty per Ct: more than was allowd us there without any Duty, or half the Risque. Surely there must be some relief for such oppression, tho the Bravery and skill of other people have put him in the Light of a Conqueror."¹

Watts further voices his dislike of the English officers as follows:

New York 27th October 1762

MR. MOSES FRANKS

DEAR SIR

"Your Hyde Park Generals it's said treated them with great contempt, because they were not high dress'd, they had been too long away from St. James' to be fashionable, hard labour, in the Woods & Batteaus had soild their Cloths & discomposed the smart Cock, yet without such Troops, the most critical Arrivall of the re-enforcements from hence, & the spirited behaviour of some of the Officers of the second Class, the Conquest had never been made, nor the place ours, but after it became ours in point of Government, it still remaind Spanish in oppression."² It is interesting to remember that Watts was strongly Pro-British.

The insolence of English officers, both of the land and sea serv-

¹ Letter Book of John Watts of New York 1762-1765 Pages 88-9.

² Letter Book of John Watts of New York 1762-1765 P. 92.

ice, has been noted. The token of inferiority insisted upon by his Majesty's vessels of war, was a constant source of irritation. In every harbour, some armed sea-boat exacted the lowering of the flag from all coasters or others not in his Majesty's service, who approached the vessel commissioned to assist in collecting the customs. If accident occasioned the due notice of inferiority to be neglected, the sound of a cannon, or the more cogent requisition of a cannon-ball, commanded obedience. "The affair of a shot being fired into the pleasure-boat of Mr. Ricketts and killing the nurse of his child, while holding the infant, and in the midst of the domestic circle, as they crossed the harbour of New York on their way to Elizabethtown, has been mentioned: and the declaration of the governour, that he could not notice the transaction, because his commission did not give him jurisdiction on the water. Many must have been the injuries and insults of the citizens of Providence, Rhode Island, before they were aroused to take vengeance on the Gaspee and her commander."

The writer is forcibly reminded how his tiny little boat, while coming into New York harbor in 1929, with his family, was fired upon by the Custom House Guard for not seeing their signal to come to. This, as you may remember was during "prohibition."

In 1761, the merchants of the Colonies were deeply exasperated by the sudden attempts without warning of the revenue officers, under fresh and peremptory orders from London, to exact strict observance of the long dead Sugar Act; and, to enter and search places suspected of containing smuggled goods.

If the merchants submitted to the full enforcement of this unjust law, they would be forced to surrender the quiet of their homes and the control of their business to the underlings of the government, and the property which they held, to the rapacity of informers, whose gains would be in proportion to the information they could acquire.

¹ History of New York Vol. I. H. M. Dunlap—Page 440.

There was another edict passed as a "war measure" that inflicted hardship and discomfort. Troops were quartered on the inhabitants and the privacy of their family lives invaded.

All of these measures were borne with more or less bad blood during the war but after the peace, when they continued in force, they became the dragon's teeth that raised the whirlwind of the Revolution. The interference with trade was the main cause of the separation from the Mother Country.

The first indication that the idea of a change of the form of government might be coming is a letter of John Watts to Moses Frank dated New York 30th November 1762.

"Our happy Constitution like all others under the Sun has its defects, & sweet Liberty often degenerates into Licentiousness, but what shall we say, giving up the one to prevent the other, would be like knocking a Man in the head to cure him of pain, it would effectively do it to be sure, but 'tis a remedy few people would be fond of."¹

In the early summer of the year 1763 the Seven Years War had at long last come to a dwindling close. The English once more contentedly returned to their shop counters and were as usual, basking in a peace which was to last only thirteen years.

However, communication was slow and in New York all eyes were turned toward the Narrows to catch a glimpse of the small packet boat that was to bring the Proclamation of Peace. THE MASSACHUSETTS GAZETTE & BOSTON NEWS-LETTER—Thursday, July, 28, 1763, in its New York column says:

"New York—July 21

On Tuesday last his Majesty's Proclamation for a General Peace (which came by Packet) was, by his Honor Cadwallader Colden, Esq., Lieutenant-Governor of this Province, publish'd in this

¹ Letter Book of John Watts of New York 1762-1765.

City, on which Occasion the Gentlemen of his Majesty's Council, and the Corporation of the City, the Clergy and other Gentlemen in Town, attended the Governor in Fort-George, where was present his Excellency Sir Jeffery Amherst, attended by the principal Officers of the Army; and the city Militia appeared under Arms; the Grenadiers were drawn up in the Fort, and the other Companies lined the Way from the Fort Gate to the City Hall. The Proclamation was first published in the Fort, and then the Governor attended by the Gentlemen present, preceded by the Grenadiers, walk'd in Procession to the City Hall, where the Proclamation was again published, with three Cheers each Time, when the Procession returned in the same Order to the Fort, when their Majesties' and the Prince's Healths were drank, and other loyal Toasts under a Discharge of 21 Cannon from the Fort.

His Honor Lieut. Governor Colden has issued a Proclamation appointing Thursday the 11th of August to be a Day of Thanksgiving in this Colony."

The Proclamation reads as follows:

"July 25, 1763.

GOD Save the KING

by the Honorable Cadwallader Colden, Esq: His Majesty's Lieut. Governor and Commander in Chief of the Province of New-York, and the Territories depending thereon in America.

A PROCLAMATION

It having pleased Almighty God, of his infinite Goodness to terminate a long extensive and cruel War, by restoring the Tranquility of Europe, and the Re-Establishment of Peace between the Kingdoms of our gracious Sovereign and those of His Most Christian Majesty the French King, and of His Catholick Majesty the King of Spain: A Peace founded on real and solid Advantages; effected on Terms the most honourable; and distinguished by that Equity and Moderation which affords the fair-

est Prospect of its Permanency and Stability—Mercies Great and unmerited which demand the Strongest Expression of our sincere and unfeigned Gratitude to the Divine Being, the Author of all human Blessings:

I have for the more solemn Discharge of this indispensable Duty, by and with the Advice of his Majesty's Council, ordained and appointed, and Do ordain and appoint, that Thursday the Eleventh Day of August next, be set apart as a Day of Publick Thanksgiving; Strictly enjoining all His Majesty's Subjects within this Province, as they tender the Favour of Almighty God devoutly to observe the same, by the Performance of such religious Duties as are or shall be appointed for this Solemnity. And directing that Divine Service be celebrated on that Day, in all Churches, Chappels, and other Places of Publick Worship, and that all Rectors, Pastors, Curates and other Ministers of the Gospel, do give Notice hereof, by reading this Proclamation in due Time to their respective Congregations.

Given under my Hand and Seal at Arms, at Fort-George, in the City of New York, the Nineteenth Day of July, 1763, in the third Year of the Reign of *our Sovereign Lord George the Third, by the Grace of God, of Great-Britain, France, and Ireland, King, Defender of the Faith, and so forth.*"

CADWALLADER GOLDEN

It is interesting to note that the King of France is called "The French King" and that George the Third is called Sovereign Lord George Third by the Grace of God, of Great-Britain, France and Ireland King."

Well at all events it was a good party. However, it was destined to be the last at which the people of New York were to meet unitedly as "True Britains all."

The Duke of Cumberland now reconverted to peacetime pursuits, became a mail packet to England so her crew got employ-

ment. But many a New York Privateer was jobless after the war. In New York they gathered discontentedly along the waterfront and at Golden Hill they jeered the English soldiers billeted in the town. "Lobster Backs" they called them. Benjamin Franklin was busy at this time in laying out post routes and setting out mile stones along them like the Duke of Argyal of whom it was said, "Lord bless the Duke of Argyal for putting up itching posts at every mile." A far from peaceful mail run by secret post riders rode the Kings Highway spreading unrest and advocating revolution. New York was the first colony to set up the first Committee of Correspondence, six years before Massachusetts and nine years before Virginia took any steps to imitate her. This was in October 1764.

Events now moved fast. A year later a serious riot occurred when the Stamp Act was passed. An effigy of Lieutenant Governor Colden dangled from a gallows and was carried round the streets by a sailor—doubtless a former Privateer. This effigy, together with Colden's coach was later burnt outside the Fort.

Captains Sears and McDougall were the moving spirits in the fighting on Golden Hill,¹ January 18, 1770, where the first bloodshed in defence of the rights of America flowed from the veins of New Yorkers. Many of our Privateers were on Golden Hill that eventful day that preceded the so called "Boston Massacre" by two months. They took part in a Tea Party carried on in daylight² without disguise. In Boston the tea was thrown overboard at night by men disguised as Mohawks.

¹ "East from William Street, at the period referred to, the John Street of today was known as Golden Hill Street; and there, and in the Fly (now Pearl Street) between Burling Slip and Fly Market (now Maiden Lane) the spirited contest known as "The Battle of Golden Hill," N.Y. City during the American Revolution published by the Mercantile Library.

² The sun set April 22, 1774 at 6:49 p.m. The tea was thrown overboard about 8 o'clock. I rely on the book called "New York City during the American Revolution," edited by the Mercantile Library Association, page 12, for the statement that the participants in the Tea Party were not disguised. However, the New York papers of the day referred to the Party as Mohawks which would indicate a disguise of some sort as shown in the frontispiece.

The day after Israel Bissel, travel-stained post rider on a tired horse, brought the news about the fighting at Concord and Lexington to New York despite the efforts of the Tories to prevent him, Sears and MacDougal had the citizens of New York organized to take over the government. The guard met at Sears' house with arms taken forcibly by Sears and Marinus Willett from part of the 18th British Regiment, called the Royal Irish under command of Major Isaac Hamilton.

However, Beverley Robinson had made up his mind to stand for the King. He raised a regiment for the Crown.

A street was named after the Tory Privateer De Lancey while Privateer MacDougal, the Whig rated only an alley.

Of New York's revolutionary activities and the disorders created thereby, the Earl of Chatham said, "New York has Drunk the deepest of the baneful Cup of infatuation, but none seems to be quite sober in full possession of reason."

The courage and daring of our Privateers didn't stop with the signing of peace. They who had topped the scales in the favor of the Mother Country, now began to feel their strength. In the events which led up to the American Revolution, these men who had fought the storms, the sea and the French, turned to fighting each other as they became Tories or Patriots as the case might be. Always men of action, they fought their way through another seven or eight years of conflict in which brother fought brother and father fought son. These were the men who formed the nucleus of the armies and navies of the Revolution.

And today, almost two hundred years later, every Man-of-War that flies the flag of the United States of America, draws its discipline and fighting spirit from these Privateers of the Seven Years War—the Forefathers of our Navy!

APPENDIX I

Ships taking out Privateers Licenses in New York 1756-1763

As the reference most frequently used in the following is Calendar of Historical Manuscripts in the Office of the Secretary of State, Albany, N. Y. English Manuscripts, Volume II., it will be referred to as Reference "A" to save repetition.

BRIG ACHILLES. 6 guns. Captain James Thompson. Date of Permit, April 30, 1757. Owner: James Thompson and Osgood Stanbury of Great Britain. Reference: A, Page 671.

SCHOONER ALBANY. 8 guns. Captain Aaron King. Date of Permit, June 8, 1757. Owners: Philip Livingston and Edward Nicholl. Reference: A, Page 673.

SLOOP ALCEY. 10 guns. Captain & Owner Richard Goodwin. Date of Permit, August 5, 1762. Reference: A, Page 735.

SHIP ALEXANDER. 10 guns. Captain & Owner Edward Richard. Date of Permit, July 16, 1760. Reference: A, Page 713.

SCHOONER AMERICA. 10 guns. Captain Richard Hale. Date of Permit, December 17, 1757. Owners: James Jauncey & Henry Kipp. Reference: A, Page 682.

SHIP AMERICA. 6 guns. Captain & Owner: Samuel Lightburn. Date of Permit, May 6, 1762. Reference: A, Page 731.

FRIGATE AMHERST. 20 guns. Captain James Nicholson. Date of Permit, September 21, 1762. Owner: Hugh Wallace. Reference: A, Page 736.

SHIP AMHERST. 12 guns. Captain Henry MacLachlan. Date of Permit, December 16, 1758. Owner: Philip Livingston & Co., Reference: A, Page 695.

BRIG ANN. Captain Elijah Steel. Date of Permit, October 5, 1758. Owner: Jacobus Van Zandt. Reference: A, Page 693.

SHIP ANN. 12 guns. Captain & Owner William Long. Date of Permit, November 11, 1760. Reference: A, Page 716.

SLOOP ANN. 6 guns. Captain George Codwise. Date of Permit, June 29, 1759. Owners: Thomas Vardill & Peter Kettletas. Reference: A, Page 703.

SHIP ANNE. 10 guns. Captain Joseph Smith. Date of Permit, December 6, 1756. Owners: Joseph Reade, Lawrence Reade & Garrit Van Horne. Reference: A, Page 666.

SLOOP ANNE. Captain Thomas Harriott. Date of Permit, June 29, 1759. Owners: Richard Sharpe & Co., Reference: A, Page 703.

SLOOP ANTELOPE. 8 guns. Captain Isaac Sheldon. Date of Permit, December 15, 1762. Owners: David Dixon & Henry Law. Reference: A, Page 737.

SNOW APPLETON. 8 guns. Captain & Owner: William Preston. Date of Permit, September 1, 1762. Reference: A, Page 736.

SNOW ARGO. 8 guns. Captain John Parker. Date of Permit, July 27, 1758. Owner: John Burnet. Reference: A, Page 691.

SHIP BAYARD. 18 guns. Captain Joseph Cheeseman. Date of Permit, June 25, 1760. Owner: John Hamilton, Suffolk County, Virginia. Reference: A, Page 712.

BELL ISLE. 14 guns. Captain Isaac Sears. Owners: John Schermerhorn & Co. Reference: Manual City of New York. 1870. Page 870.

BRIG BETSEY. Captain Francis Linnet. Date of Permit, October 28, 1757. Captain Richard Hale, June 12, 1759. Owners: Peter Corne & Anthony Van Dam, October 28, 1757. Owner: Henry Cuyler, Jr., June 12, 1759. Reference: A, Pages 680 and 702.

SHIP BETSEY. 16 guns. Captain John Waite. Date of Permit, August 2, 1762. Owner: William Hicks of White Haven, Reference: A, Page 735.

SHIP BETTIE. 18 guns. Captain George Watt. Date of Permit, August 17, 1758. Owner: Waddel Cunningham. Reference: A, Page 691.

SHIP BLAKENEY. Lost Prior 10 Oct. 1757. 22 guns, 150 men Captain James White, 1st Lt. William Ward, 2nd Lt. Francis Tuck. Date of Permit, November 12, 1756. Owners: Henry Holland & William Kelly. Reference: A, Page 665. Remarks: Will be read shortly. Mercury, Jan. 10, 1757. Reported supposedly lost prior to October 10, 1757. New York Hist. Mag. Series 2 Vol. VI., P. 250. Not reported again.

SLOOP BLAKENEY. 24 guns. Captain Nicholas Horton. 1st Lt. James Martin, 2nd Lt. John Dunscomb. Date of Permit, November 4, 1756. Owners: John Thurman & Richard Bancker. Reference: A, Page 665. Remarks: Evidently took a prize ship, Seaport of Dutch registry. August 15, 1759. Reference: A, Page 704.

SLOOP BONETTA. 12 guns. Captain James Spelling. Date of Permit, August 24, 1762. Owner: Joseph Furman. Reference: A, Page 735.

SNOW BOSCAWEN. 16 guns. Captain Anthony Rutgers. Date of Permit, June 8, 1758. Captain Arent King, May 22, 1759; Captain Mark Valentine, July 25, 1760. Owners: Jacob Le Roy & Co., June 8, 1758; Leonard Lispenard and Jacob Le Roy, May 22, 1759; James Hertell, July 25, 1760. Reference: A, Pages 689, 702 and 713.

SHIP BRADSTREET. 8 guns. Captain Isaac Werden. Date of Permit, July 18, 1759. Owner: Joseph Haynes. Reference: A, Page 703.

SLOOP BRADSTREET. 8 guns, 10 swivels, 50 men. Of New York. Captain M. Bickers. Date of Permit, 1756. Falls down for Cruise—N.Y.G. August 9, 1756. At ride in harbor almost ready to sail. N.Y.G. Nov. 22, 1756. Manual City of New York 1870, Page 869. Lost prior to October 10, 1757. Reference: Hist. Mag. 2nd Series, Vol. VI, Page 250.

BRIGANTINE CATHERINE. 10 guns. Captain Nathan Lawrence. Date of Permit, July 10, 1758. Captain Nathaniel Lawrence. Date of Permit, December 28, 1762. Owner: John Lawrence, Jr., July 10, 1758. Philip Livingston, December the 27th, 1762. Reference: A, Pages 690 and 739.

BRIG CATHERINE. 6 guns. Captain Thomas Koster. Date of Permit, October 26, 1759. Owner: James De Peyster. Reference: A, Page 705.

SCHOONER CATHARINE. 6 guns. Captain Samuel Henshaw. Date of Permit, October 12, 1762. Owner: Louis Pintard. Reference: A, Page 737.

SLOOP CATHERINE. 10 guns, 90 men. Captain Isaac Sears. Dates of Permit, February 22, 1757 and June 10, 1757. Owners: Cornelius Van Rust & Stephen Thorne, Feb. 22, 1757; Everet Byvenack & Co., June 10, 1757; Christopher Codwise & Cornelius Van Rust, September 30, 1758. Reference: A.

Remarks: Captain Sears ordered to cruise off Block Island and stop illegal trade between Rhode Island & Cuba, June 10, 1757. Reference: A, Pages 670, 673 and 692.

SLOOP CATIE. 6 guns. Captain Nicholas Fletcher. Date of Permit, June 13, 1760. Owner: Henry Kipp. Reference: A, Page 712.

SCHOONER CATY. 6 guns. Captain John Crew. Date of Permit, July 17, 1759. Owner: James Jauncey. Reference: A, Page 703.

BRIG CHARMING BECKY. 8 to 12 guns. Captain John Henderson. Date of Permit, December 29, 1759. Captain Luke Troy. Date of Permit, January 29, 1762. Owner: William Kelly. Reference: A, Pages 706 and 728.

SLOOP CHARMING BETSY. 8 guns. Captain Charles Ross. Date of Permit, September 22, 1760. Captain James Creighton. Date of Permit, April 7, 1761. Owner: Samuel Stillwell. Reference: A, Pages 714 and 720.

SHIP CHARMING FANNY. 14 guns. Captain Michael Finch. Date of Permit, December 11, 1759. Owner: George Folliott. Reference: A, Page 706.

BRIG CHARMING MOLLY. 8 guns. Captain James McEwen. Date of Permit, August 2, 1759. Owner: Nathaniel Marston. Reference: A, Page 704.

SCHOONER CHARMING PEGGY. 20 guns. Captain Richard Hadden. Date of Permit, September 20, 1756. 1st Lt. Christopher Miller, 2nd Lt. John Marshall. Owners: Nathaniel Marston & Jasper Farmer. Reference: A, Page 659. The Charming Peggy captures a French Dogger valued at 3000 £ N.Y. Gaz. Nov. 22, 1756. Sends French prize to R.I. with cargo wine. N.Y. Gaz. Dec. 27, 1756. Advertized for sale, January 7, 1757. Captain Hadden writes owners about trade conditions in New Orleans. Vol. VII, Doc. Hist. N.Y. Sends in a prize March 1757. Nov. 3, 1758. A proclamation is issued for the apprehension of Richard Hadden, commander of the Privateer "Peggy" on a charge of piracy, in seizing a Spanish schooner. Various depositions were taken during the month in this connection. Reference: Cal. Coun. Min., 443. Also A, Pages 659, 688, 693 and 694. 1st. Lt. Christopher Miller also accused of piracy. Reference: A, 693.

SLOOP CHARMING POLLY. 6 guns—of New York. Captain George Codwise. Date of Permit, July 6, 1757. Owners: Thomas Vardill & Matthew Alstine. Captain Benjamin Tanner. Date of Petition May 30, 1759. Owners: Benjamin Tanner & Co., May 30, 1759. Reference: A, Pages 675

and 702. Perhaps Jamaica Sloop owned by Oliver Hall; sold to New York Owners, which follows:

SLOOP CHARMING POLLY of Jamaica. Captain William Stewart. Date of Permit, June 21, 1757. Owner: Oliver Hall of Jamaica. Reference: A, Page 674.

BRIG CHARMING SALLY. 10 guns. Captain Joseph Durham. Date of Permit, October 27, 1762. Owners: James DePeyster & Co. Reference: A, Page 737.

BRIG CHARMING SALLY. 6 guns. Captain Thomas Moore. Date of Permit, April 13, 1762. Captain Roger Richards. Date of Permit, October 12, 1762. Owner: Thomas Randall, April 13, 1762. Owners: Henry Arnold & Thomas Randall, Oct. 12, 1762. Reference: A, Pages 730 and 737.

BRIG CHARMING SALLY. 12 guns. Captain Morley Harrison. Date of Permit, July 24, 1760. Owner: George Harrison. Reference: A, page 713.

SLOOP CHARMING SALLY. 26 guns, 100 men. Captain Richard Harrison. Date of Permit, September 28, 1756. 1st Lt. James Lilley, 2nd Lt. Stephen Skinner. Captain Joseph Dwight. Date of Permit, June 13, 1757. Captain John Jauncey, Date of Permit, January 9, 1758. Owners: John Jauncey & John Lawrence, Jr. 1756-7. Owner John Jauncey, January 9, 1758. Captain Joseph Dwight accused of illegal capture of Dutch sloop Elizabeth September 4, 1758. 1st Lt. James Lilley testifies as to trade carried on between Boston and Philadelphia with the French at St. Domingo, May 31, 1757. References: A, Pages 663, 673, 692, 696. In Consort with Neptune and Johnson sends in 3 prize ships and a Brig. Reference: N.Y. Hist. Mag. 2nd Series, Vol. VI. Page 251.

SLOOP CHARMING SALLY. 6 guns. Captain Jacob Bancks. Date of Permit, November 16, 1762. Owner: Peter R. Livingston. Reference: A, Page 737.

SLOOP CHARMING SALLY. 8 guns. Captain Chevalier Dean. Date of Permit, December 23, 1757. Owners: Thomas White of New York Mariner & Co. Reference: A, Page 682.

SNOW CHARMING SALLY. 10 guns. Captain Thomas Gelston. Date of Permit, December 20, 1758. Owner: George Folliot. Reference: A, Page 696.

SNOW CICERO. 34 guns. Captain Ephriam Cook, 1st Lt. Richard Harris, 2nd Lt. Jeffery Cowper. Date of Permit, September 7, 1756. Owner: Ephriam Cook. Consort of the Pliny. Reference: A, Page 659.

SNOW CICERO. 14 guns. Captain Richard Smith. Date of Permit, June 27, 1757. Owners: Thomas Moore & David Vanderheyden. Reference: A, Page 674.

SHIP COLONEL PROVOST. 20 guns. Captain Andrew Caldwell. Date of Permit, December 14, 1757. Owner: John Torrans. Reference: A, Page 681.

BRIG COLUMBINE. 10 guns. Captain Henry Lane. Date of Permit, March 6, 1758. Owners: William Kelly & Co. John Cook signs petition for above Company, March 6, 1758. Reference: A, Page 684.

SLOOP CURACAO. 10 guns. Captain Peter Rowland. Date of Permit, January 6, 1757. Owner: Peter Rowland. Reference: A, Page 682.

DOGGER, DECOY. 6 guns, 50 men. Captain Isaac Sears. Date of Permit, February 8, 1757. Captain Wm. Knight. Date of Permit, July 5, 1757. Owners: Jasper Farmer, Sheffield Howard, February 8, 1757. Owners: Richard Sharpe, Jacobus Van Zandt, July 5, 1757. Reference: A, Pages 670 and 675.

SHIP DEFIANCE. 16 guns, 140 men. Captain Francis Koffler. Date of Permit, August 6, 1756. Owners: James Depeyster and David Vanderheyden, Jr. Remarks: Fitting out—M. Jan. 10, 1757. Reference: New York Mercury, January 10, 1757 and A, Page 676.

BRIG DE LANCEY. 14 guns, 110 men. Captain Thomas Randall, Date of Permit, June 13, 1757. Captain Stephen Skinner, Date of Permit, November 29, 1757. Captain James Gaddegar. Date of Permit, August 12, 1761. Owners: John Lawrence, Jr., & Lawrence Kortright, June 13, 1757 & Nov. 29, 1757. Remarks: Brings in two French Dutch ships. Captured Oct. 22, 1757. Arrives New York Nov. 15th. Reference: New York Mercury, Nov. 14, 23, 1757. Captain Skinner accused of illegally capturing Dutch Sloop Elizabeth, September 4, 1758. Held by Dutch, April 25, 1760, at which time her owners were Nathaniel Marston, Lawrence Kortright, John Fell, John Lawrence, John Waddle, & Thomas Randall. Reference: A, Pages 673, 681, 692, 708 & 724.

SLOOP DOLPHIN. 8 guns. Captain Henry Hartley. Date of Permit, July 6, 1762. Owners: James Carroll, Henry Dickenson, John Keating, Henry Hartley & others. Reference: A, Page 734.

SLOOP DOVE. 6 guns. Captain & Owner: Nicholas Bogart. Date of Permit, February 11, 1761. Reference: A, Page 719. Remarks: Captured by French Privateer the Marshall De Bieron, Captain Larue, property of Genestule and Joyeuzes, merchants of Bordeaux. Ransomed for 30,000 Livres, St. Domingo currency. New-York Hist. Soc. Col. 1935. Page 188-90.

SNOW DREADNOUGHT. 34 guns. Captain James McHugh. Date of Permit, September 24, 1756. 1st Lt. Aaron King. 2nd Lt. John Hick. Owners: Joseph Haynes and Anthony Sarty. Willet Taylor Captain. Date of Permit, June 21, 1757. Owners: Joseph Haynes & Abraham Lysen. Remarks: Is at ride in stream—N.Y. Gaz. Nov. 22, 1756. Fell down to watering place—N.Y. Gaz. Nov. 29, 1756. Reference: A, Pages 663 & 674.

SNOW DREADNOUGHT. 14 guns. Captain Richardson. Date of Permit, July 25, 1759. Owner: John Waddell. Reference: A, Page 704.

SNOW DREADNOUGHT. 8 guns. Captain Robert Dale. Date of Permit, June 23, 1760. Owners: Hayman Levi & John Williams. Reference: A, Page 712.

SHIP DUBLIN. 12 guns. Captain Tate. Date of Permit, January the 25th, 1758. Owner: Louis Pintard. Reference: A, Page 696. At Narrows Sandy Hook, April 24, 1758. Stokes Ic.

SHIP DUKE OF CUMBERLAND. 18 guns, 150 men. Captain Joseph Lush. Date of Permit, October 27, 1757. Captain James Lilley. Date of Permit, September 28, 1758. Captain Thomas Cruger. Date of Permit, October 22, 1760. Owners: David Provost & Philip Cuyler, October 27, 1757. Owners: John Burnet & Co., September 28, 1758. Owner: Judah Hays, October 22, 1760. Reference: A, Pages 680, 692 & 715. *Mercury*. New York April 25, 1763. "The Duke of Cumberland, Packet Boat, Captain Goodrich arrived at Falmouth the 2d March last." New York June 6, 1763. "The mail for England will be maid up at this office on Saturday the 11th Inst. & the Duke of Cumberland, Packet Boat, Captain Goodridge, Commander, will be dispatched therewith precisely that Day."

Alex Colden, Agent for his Majesty's Packet Boat & D.P. Master.

BRIG DUKE OF MARLBOROUGH. 8 to 12 guns. Captain David Fenton. Date of Permit, October 12, 1757. Captain William Richardson. Date of Permit, June 14, 1758. Owners: Everet Byranck & Cornelius Van

Brunt or Ranst, Oct. 12, 1757, June 14, 1758. Reference: A, Pages 679 and 689. Captain David Fenton accused of illegal Capture of Dutch Sloop Elizabeth, September 11, 1758. Reference: A, Page 692.

BRIG DUKE OF YORK. 10 guns. Captain William Dougall. Date of Permit, May 9, 1760. Owner: Jacob Franks. Reference: A, Page 710.

SHIP EAGLE. 8 to 12 guns. Captain John Walker. Date of Permit, June 29, 1758. Captain William Wallace. Date of Permit, August 29, 1759. Owner: Adoniah Schuyler, June 29, 1758. Owner: William Bayard, August 29, 1759. Reference: A, Page 690 and 704.

EARL OF HALIFAX. English ship. 10 guns. Of London. Captain George Terry. Date of Permit, October 28, 1756. Owners: Samuel Touchett & Co. of London. Reference: A, Page 664.

BRIG EARL OF LOUDON. Formerly Snow Earl of Loudon (which see) 10 to 14 guns. Captain John Wallace. Date of Permit, October 12, 1757. Owners: Richard Ray & Garriet Van Horne. Captain John Strange. Date of Permit, August 29, 1759. Owner: Samuel Tingley. Reference: A, Pages 679 to 704.

SNOW EARL OF LOUDON. Later Brig Earl of Loudon (which see) 10 to 14 guns, 120 men. Captain William Wayman. Date of Permit, 1756. Owners not known. Captain Mark Valentine. Date of Permit, July 29, 1757. Owners not known. Remarks: Fitting for a cruise—N.Y. Gaz. Aug. 2, 1756. Fitting for a cruise—N.Y. Gaz. August 9, 1756. Brings in a prize, 200 ton ship Marrifonco, Jacques Degannois Master, 18 guns—N.Y. Gaz. Sept. 27, 1756. Taken and retaken in 1757. To be refitted as a Brig. Ref: Hist. Mag. 2nd Series., Vol. VI., Page 250. Manual City N.Y. 1870, Page 869. Earl of Loudon captured while under command of Mark Valentine. He was exchanged for Etienne Le Roy of French Ship Mary and Elizabeth, and Gerard Juallen of French Ship Four Friends, July 26, and July 29, 1757. Reference: A, Page 675.

BRIG ELIZABETH. 10 to 20 guns, 60 men. Captain Nicholas Horton. Date of Permit, 1756. Owners: Not known. Remarks: Fitting—N.Y.G. August 30, 1756. Mentioned in List of Privateers—N.Y.G. Nov. 22, 1756. Manual City of N. Y. 1870. Page 871.

SLOOP ELIZABETH AND MARY. 6 guns. Captain Viner Leaycraft. Date of Permit, August 18, 1759. Owner: John Bogart, Jr. Reference: A, Page 704.

SLOOP ENTERPRISE. 6 guns. Captain John Hodge. Date of Permit, May 10, 1762. Owner: Winter Fargie. This letter of marque revoked June 16, 1762. Reference: A, Pages 731 and 733.

SHIP ESSEX. English Ship. 6 guns. Captain John Curling. Date of Permit, April 28, 1757. Owners: John & Osgood Stanbury & Co., of Great Britain. Reference: A, Pages 671 and 672.

SHIP FAME. 12 to 20 guns, 150 men. Captains Seymore and Balthazar Winthrop. Date of Permit, November 24, 1758. Owners: Garrit Van Horne. Reference: A, Page 695. Remarks: Expected from London to be fitted—Nov. 22, 1756. N.Y.G. Left in a convoy from Portsmouth in company of Captain Jacobson of *Snow Irene*—N.Y.G. Dec. 13, 1756. Brings general cargo advertized for sale by Andrew Barclay—M. Jan. 10, 1757. Rest of her cargo to be sold by Samuel Hart—M. Jan. 10, 1757.

SCHOONER FLY. 6 guns. Captain & Owner: John McCleve. Date of Permit, December 29, 1759. Reference: A, Page 706.

FORTRESS. English Ship—12 guns. Captain James MacKenzie. Date of Permit, September 7, 1756. Petitions for a commission of marine in behalf of himself and a firm of London Owners. Owners: James & Chas. Crockat of London. Reference: A, Page 659.

SLOOP FOUR FRIENDS. Gets commission August 9, 1758. Stokes Ic.

SLOOP FOX. 12 guns, 100 men. Captain John Crew. Date of Permit, February 5, 1757. Merchant Owners: John Schermerhorn, Mariner and Evert Byvanck. Reference: A, Page 670.

BRIG FRIENDSHIP. 6 guns. Captain William Ward. Date of Permit, May 24, 1761. Owner: Abraham Brasher. Reference: A, Page 722.

SNOW GENERAL ABERCROMBY. 16 guns. Captain Mark Valentine. Date of Permit, June 14, 1758. Owners: Thomas Randall and Donald Morrison. Reference: A, Page 689. May 18, 1759—The Privateer snow "General Abercrombie" (Capt. Valentine) returns to port with a French prize tartan* of about 20 tons burden, having a valuable cargo of wine, brandy, raisins and nuts.—Parker's Post-Boy, May 21, 1759.

BRIG GENERAL AMHERST. 6 guns. Captain Obadiah Hunt. Date of Permit, July 16, 1759. Owner: Samuel Stilwell. Reference: A, Page 703.

* One mast large lateen sail.



BRIG GENERAL MONCKTON. 8 to 10 guns. Captain John Brown. Date of Permit, January 25, 1762. Owner: Nicholas Bayard. Captain John Brown. Date of Permit, November 20, 1762. Owners: Nicholas Bayard and William Brown. Ref: A, Pages 728, 738.

BRIG GENERAL MONCKTON. 12 guns. Captain Christopher Sinnott. Date of Permit, July 2, 1762. Reference: A, Page 734.

ROW GALLEY GENERAL MONCKTON. Launched June 17, 1762. 14 guns, 28 oars. Reference: New York Gazette, June 21, 1762.

SHIP GENERAL MONCKTON. 16 guns. Captain Edward Sneed. Owner: John Watts. Sept. 22, 1762. Reference: A, Page 736.

SHIP GENERAL WOLFE. 14 guns. (formerly King William III) Captain John Thompson. Date of Permit, November 18, 1758. Owner: George Folliot. Reference: A, Page 694.

SHIP GEORGE. (English Ship) of London. Captain Michael Dalton. Date of Permit, January 19, 1757. Owner: George Power of London. Reference: A, Page 682.

SLOOP GEORGE. 12 guns. Captain Peter Healy. Date of Permit, January 31, 1757. Owners: Joseph Furman & Lewis Pintard. Reference: A, Page 669.

SLOOP GOLDFINCH. 12 to 28 guns. 100 men. Captain Thomas Randall. Date of Permit 1756. Owners not known. Captain William Dobbs. Date of Permit, June 20, 1757. Owners: John Aspinwall & Lawrence Kortright. Reference: A, Page 674. Remarks: Fallen down—N.Y.G. Aug. 16, 1756. Sends in to New York a prize under Captain Fenton, a French Snow, Depong late Master. The first prize to come into this port taken by a privateer—September 1756—N.Y. Gazette. Sends in a Sloop on Friday—N.Y. Gaz. Nov. 8, 1756. In consort with a Privateer from Providence, R.I. takes two French Privateers—N.Y. Gaz. Dec. 29, 1756. Captain Randall takes the cargo of a cast away French ship on Island of Mayaguana. In Bite of Leogana takes French Sloop of 10 guns. In Consort with Charming Sally, Captain Richard Harris off Cape Nichola 18 December. Takes a small sloop and her prize Ship Delight, Captain Daniel Seymour. Also the Finest French Privateer in West Indies, Eagle off the Cape, Ferrit late Commander—Mercury Jan. 31, 1757. On December 4, 1756 takes small Dutch Sloop—sends her to Jamaica. Reference: Manual

Corporation N.Y. Page 869 Vol. 1870. Sent in a prize September 1757. Hist. Mag. 2nd Series. Vol. VI, P. 251.

SLOOP GOOD INTENT. Captain Samuel Wingwood. Date of Permit, November 18, 1758. Owners: Nicholas Gouverneur and James Jauncey. Reference: A, Page 695.

SHIP GRACE. 8 to 10 guns. Captain Alexander Kerr. Date of Permit, August 2, 1757. Owners: Leonard Lispenard and Theophilact Bache. Captain William Chambers. Date of Permit, May 21, 1762. Owner: Theophilact Bache. Reference: A, Pages 676 and 732.

SHIP GRAND DUKE. 16 guns. Captain William Manby. Date of Permit, March 26, 1757. The Master of the Gand Duke petitioned for a commission March 26, 1757. Reference: A, Page 671.

SNOW GREYHOUND. 16 guns. Captain Benjamin Stoddard. Date of Permit, May 19, 1758. Owner: Samuel Stilwell. Reference: A, Page 688.

SHIP HAPPY RETURN. 10 guns. Captain James McLaughlin. Date of Permit, February 7, 1760. Owner: George Folliot. Reference: A, Page 707.

SCHOONER HARDY. 6 guns. Captain David Fry. Date of Permit, August 30, 1757. Owner: Sampson Simpson. Reference: A, Page 678.

SLOOP HARDY.^{*} 12 to 28 guns. 100 men. Captain Grantham. Date of Permit, July 23, 1756. Owners: Oliver de Lancey, Cruger, Watts and Henry Cuyler, Jr. Reference: A, Page 657. Remarks: First Privateer to get a commission. News of Declaration of war came with arrival of Lord Loudon. Ref: A, Page 657. Falls down on cruise against H.M.S. enemies—N.Y.G. Aug. 2, 1756. Same—N.Y.G. Aug. 9, 1756. Spoke with 14 days after she sailed in the Eastward of Newfoundland when she was informed of two French East Indiamen putting in to the Western Isles in Distress—N.Y.G. Nov. 22, 1756. Manual City N.Y. 1870 Page 870. Never heard from Oct. 10, 1757. Hist. Mag. 2nd. Ser. Vol. VI, Page 250.

SLOOP HARLEM

SCHOONER HARLEQUIN. 12 guns. Captain James Wright. Date of Permit, July 2, 1762. Ref: A, page 734. Owner: Hugh Wallace.

^{*} First ship of N. Y. Registry to take out letters of marque.

SLOOP HARLEQUIN. 8 to 20 guns, 50 men. Captain Peter Healey. Date of Permit, October 4, 1756. 1st Lt. Thomas Duren, 2nd Lt. Thomas Hays. Captain Thomas Doren. Date of Permit, January 3, 1757. Captain Henry Wright, Nov. 29, 1757. Captain Nathaniel Slooe September 28, 1758. Captain Nathaniel Slooe, October 11, 1759. Captain James Oman September 16, 1760. Owners: John Lawrence Jr. & Lawrence Kortright from October 4, 1757 to November 29, 1757. Owner: Richard Sharpe September 16, 1760. Reference: A, Pages 664, 679, 681, 705 and 714. Remarks: Fell down August 23rd.—N.Y.G. 1756. Comes back with prize Large schooner *Le America*, Michael Juan, Master. One of Harlequin's guns burst—N.Y.G. Sept. 20, 1756. Mentioned in list of Privateers—N.Y. Gaz. Nov. 22, 1756. Harlequin yesterday came up the privateer sloop, Captain Haley of this Port and brought with her a fine rich French Snow called *Morning Star*. Arrived in Port New York Dec. 31, 1756 or thereabouts (ten days or so ago) N.Y. Mercury Jan. 17, 1757. She was captured and retaken in June 1757. Hist. Mag. 2nd Series Vol. VI, Page 251. She was the famous Sandy Hook Pilot Boat. Reference: Man. C. of N.Y. 1870, Page 869. June 16, 1760—"We have now but two Privateers, on a Cruise out of this Port, viz. The Ship *Duke of Cumberland*, the Sloop *Harlequin* which last has been on Foot from the Beginning of the War, and most of her Cruizes remarkably successful."—N.Y. Gaz. (Weyman) June 16, 1760. August 26, 1760, the Privateer sloop "*Harlequin*" arrives at New York. She "has made a saying Cruise, having taken 7 Prizes. She was chased by a Ship about the Lat. 37 or 38, but did not think proper to speak with her."—N.Y. Gaz. (Weyman), Sept. 1, 1760.

BRIG HAWK OR HAWKE. 12 to 36 guns—100 men. Captain John Alexander—Date of Permit, September 7, 1757. 1st Lt. Patrick Mar, 2nd Lt. William Dobbs. Captain Morley Harrison Date of Permit 1758, 9. 1st Lt. Richard Jeffreys, Surgeon Ambrose Hudson. Owners: Henry Holland & William Kelley. Reference: A, Pages 659 and 699. Remarks: Mentioned in List of Privateers—N.Y.G. Nov. 22, 1756. Man. of City of N.Y. 1870—Page 870. Icon. of N.Y. Stokes. Cal. Hist. Mss. Vol. VI Page 645. In consort with *Johnson* and *Charming Sally* sends 3 Prize ships and a snow and a brig May 1757. Hist. Mag. 2nd Series Vol. VI—Page 251. A negro was beaten to death on *Brig Hawk*.

SLOOP HENRY. 10 guns. Captain Robert Craige. Date of Permit, August 6, 1762. Owner: Philip Livingston. Reference: A, Page 735.



Branding Slaves
See account of mutiny, Brig Hope, page — of Appendix I.

SNOW HERCULES. 30 guns—150 men. of New York. Captain Samuel Bayard. Date of Permit, September 20, 1756. 1st Lt. Paul Miller, 2nd Lt. John Benson. Captain Paul Miller. Date of Permit, June 21, 1757. Owners: Edward Hicks, Jasper Farmer, September 20, 1756 & June 21, 1757. Ref: A, Pages 659 & 674. Remarks: Fitting for cruise—August 30, 1756. Saturday last fell down to proceed on a cruise the Privateer Hercules—N.Y. Gaz. Nov. 22, 1756. Reported late in December as being at Barbadoes—M. Jan. 31, 1757. During the building and outfitting of this ship the Bayard Family were advertising some of their real estate for sale. Man. City of N.Y. 1870—Page 869. Sends in two prize ships and a privateer sloop in May 1757. Ref: Hist. Mag. 2nd Series Vol. VI Page 251. Stokes Ic. Vol. IV Page 684.

SHIP HERO. 18 guns. Captain Hugh S. Crawford. Date of Permit, March 19, 1762. Ref: O'C. page 730. Owner: Waddell Cunningham. Reference: A, Page 730.

SNOW HESTER. 6 guns. Captain William Dobbs. Date of Permit, August 4, 1760. Owners: Gerard Beekman, John Bogart and Jacobus Van Zandt. Reference: A, Page 713.

SHIP HIBERNIA. 14 guns. Captain and owner: William Kelly. Date of Permit, December 31, 1759. Reference: A, Page 706.

BRIG HOPE. 12 guns—110 men. Captain James McDaniel. Date of Permit, June 27, 1757. Captain Thomas Davis, June 12, 1759. Captain John Johnson, July 5, 1759. Owner: James DePeyster, June 27, 1757. Owners: Philip Cuyler and James DePeyster, June 12, 1759. Owner: James DePeyster July 5, 1759. Reference: A, Pages 674, 702 and 703.

BRIG HOPE. 4 guns. Captain Alexander Mott. Date of Permit, November 13, 1762. Owner: Thomas Forsey. Reference: A, Page 737.

ON HIS BRITANNICK MAJESTY'S SERVICE.

TO HIS EXCELLENCY THE GOVERNOR OF HIS CATHOLICK MAJESTY'S
ISLAND OF PORTO RICO.

New York, 1st October 1764.

Sir,

It has been represented to me in behalf of Messrs. Thomas & Benjamin Forsey Merchants late of this City, now of the neighbouring Colony of Connecticut that they being sole owners of the Brigantine Hope whereof

Thomas Gould was Master, fitted the said vessel & dispatched her from this Port about the 20th of March last, bound to the Coast of Affrica for a Cargoe of Slaves. That on the 12th of May on the Bar of Senegal, Mr. Tyger the chief Mate together with one Miller a Foremast Man Murdered the Master Captn Gould, by giving him a blow on the Head with the butt end of a Muskett alledging only in his Justification that Captn Gould behav'd very ill to all the Company & to him in particular by confining him in Irons in the foretop. That when Tyger arrived at St. Thomas's a Merchant contracted for the Negroes, stipulating that they shd be carried to Monto Christo, but discovering on the Passage that the Person originally appointed Master had been Murder'd and knowing that Tyger was a Stranger, he prevail'd on him under the pretence of getting an Anchor to put into Porto Rico, where on Application to a Magistrate a Force was sent to apprehend Tyger as a Pirate, who discovering his danger took his Boat with all the Men except three & escaped to Hispaniola—That the negroes to the number of Thirty five were sold in Porto Rico for the benefit of the Owners, if any such should appear within a Year and a Day after the Vessels arrival there, and that three of the Crew viz Daniel English, Benjamin Leverich & Daniel Murphy are now Prisoners in the City of Porto Rico.

As Messrs Forseys are sending a Vessel to your Port to claim their property, I must beg leave to recommend the Person with whom they have intrusted this business to your Protection, desiring that you will be pleased to give effectual Orders that the Vessel, or the amount if sold, together with the proceeds of the Negroes & Cargo, be put into his hands in trust for Messrs Forseys to whom there is no doubt they of right belong: and when received that the Vessel may be dispatched with proper Passports, & you may be assured it will give me a particular pleasure should it be in my power at any time, to render the like good office, to the Subjects of his Catholick Majesty.

CADWALLADER GOLDEN

SLOOP HOPE. 8 guns. Captain Edward Williams. Date of Permit, September 18, 1759. Owner: Andrew Barclay. Reference: A, Page 705.

SNOW HOPEWELL. 8 guns. Captain Samuel Mathews. Date of Permit, February 8, 1760. Owner: George Folliot. Reference: A, Page 707.

SNOW HORNET. 34 guns—120 men. James Spellen. Date of Permit, December 10, 1756. Owners: Joseph Furman & David Provost. Refer-

ence: A, Page 666. Remarks: Takes small privateer sloop and a schooner. Another ship in consort with *Revenge* in July 1757. Hist. Mag. 2nd Series Vol. VI Page 251.

SHIP HUNTER. 18 guns—110 men. Sometimes called *Royal Hunter*. Captain John Jauncey. Date of Permit, September 21, 1757. Captain John Harrison, September 28, 1758. Owners: Nathaniel Marston and John Alsop, Jr., September 21, 1757. Owners: John Lawrence and Nicholas Kortright, Sept. 28, 1758. Reference: A, Pages 679 and 692.

SLOOP IRISH GIMBLET. 6 guns. Captain Alexander Moore. Date of Permit, March 30, 1761. Owner: Isaac Low. Reference: A, 720.

BRIG JACOB. 8 guns. Captain John Sarly. Date of Permit, October 14, 1762. Owner: Peter Livingston. Reference: A, Page 737.

SHIP JAMES. 20 guns. Captain Francis Koffler. Date of Permit, July 25, 1760. Owner: James De Peyster. Reference: A, Page 713.

SHIP JAMES. 16 guns. Captain William Cooper. Date of Permit, August 12, 1762. Owner: Malcolmb Campbell. Reference: A, Page 735.

SNOW JANE. 10 guns. Captain Thomas Moore. Date of Permit, June 29, 1759. Owners: John Fell & Co. Reference: A, Page 703.

BRIG JOHN. 14 guns. Captain Anthony Byanck. Date of Permit, January 25, 1758. Owner: Lawrence Kortright. Reference: A, Page 696.

SNOW JOHN AND MATTY. 10 guns. Captain Isaiah Moat. Date of Permit, January 18, 1762. Owner: Robert Ewing. Reference: A, Page 728.

BRIG JOHNSON. 10 to 30 guns. 100 men. of New York. Captain John Grig. Date of Permit 1756. Captain Richard Wright, October 27, 1757. Captain Nicholas Horton, September 11, 1758. Owner: William Kelly & Co. October 27, 1757, September 11, 1758. Reference: A, Pages 680 and 692. Remarks: Mentioned in list of Privateers—N.Y.G. Nov. 22, 1756. Takes a sloop under Island of Grand Tiarre. Is fired on by French Privateer and later by English Man-of-War by mistake, one man killed, two wounded in later encounter—N.Y.G. Nov. 29, 1756. Carries into Antigua a small Privateer, 10 guns and another small French vessel and two Dutch ships—N.Y.G. Dec. 20, 1756. Letter dated December 5, 1756 St. Kitts states Captain Grig Brig Johnson in Company Captain Higgins of Antigua takes and brings into this port a large Ship from *Marseilles* loaded with wine, soap, *Oyl*, Brandy and other goods supposed to be worth

10,000 £, 24 Guns had 60 men bound to *Martinico* under Spanish Colors Captain and pass, 60 men. N.Y. Merc. January 3, 1757. Valentines Manual 1870 Page 870. In consort with Charming Sally and Neptune sends in 3 Prize ships a snow and a brig May 1757. Hist. Mag. Vol. VI Page 251, 2nd Series. January 9, 1759—The master of the Dutch schooner "Dolphin" brought into the port of New York by Nicholas Horton, commander of the privateer "Johnson," issues a representation or memorial concerning outrages committed on himself and his crew, with two supporting depositions showing that the vessel was plundered and an attempt made to hang the ship's doctor. Reference: A, 696.

SHIP JUNO. 12 guns. Captain Richard Jeffery. Date of Permit, July 18, 1759. Owner: William Bayard. Reference: A, Page 703.

SLOOP KEPPEL. 8 guns. Captain James Chambers. Date of Permit, April 24, 1761. Owner: Wadell Cunningham. Reference: A, Page 721.

SLOOP KEZIAH. 6 guns. Captain James Parker. Date of Permit, November 28, 1757. Owner: Daniel Wright. Reference: A, Page 681.

BRIG KING GEORGE. 14 guns. Captain Anthony Rutrgers. Date of Permit, April 1, 1760. Owner: Hermanus Rutrgers. Reference: A, Page 708.

BRIG KING GEORGE. 12 to 32 guns. Upwards to 100 men. Captain Henry Arnold. Date of Permit, September 20, 1756. Captain William Wyman, June 21, 1757. Captain Viner Leacraft, May 26, 1758. Owners: Gabriel Ludlow & Thomas Duncan, June 21, 1757, September 20, 1757. Gabriel Ludlow & Henry Arnold on May 26, 1758. Reference: A, Pages 659, 674 and 688. Remarks: Left New York Monday last—N.Y.G. Oct. 25, 1756. Brings in a French prize the Privateer Comte Clermont, Monsier Martin Dumann—14 Six pounders and upwards of 30 hands after a close engagement off Bermuda lasting an hour and a half. One American killed, 20 wounded, most flesh wounds. On the prize, Captain killed—one man wounded. Prize part of small convoy which Arnold attacked single handed. N.Y. Gaz. Dec. 20, 1756. Prize offered for sale in December 27, 1756. N.Y. Gaz. December 27, 1756. N.Y. Merc. Jan. 17, 1757.

SHIP KING OF PRUSSIA. 18 to 48 guns. 130 men. Captain Thomas Seymor. Date of Permit, February 14, 1757. Captain James Donninson, August 18, 1758. Owner: Joseph Haynes, February 14, 1757 and August 18, 1758. Reference: A, Pages 670 and 691. Remarks: Will clear to sail

March 1st. All Gentlemen sailors and others, that intend to proceed on the Cruize with said vessel are desired to apply to the Captain. N.Y. Merc. Jan. 17, 1757.

SHIP KING WILLIAM III. 20 to 24 guns. 180 to 200 men. Ownership transferred. Becomes General Wolfe 1758. Which see. Ownership transferred. Becomes James 1760. Which see. Captain John Amory. Date of Permit, June 27, 1757. Owner: Henry Cuyler, June 27, 1757. Cuyler may have had partners. Reference: A, Page 674. Remarks: While Cuyler owned the boat she had an uneventful career. The ship "King William the Third," built by the Messrs. Cornwallis as a Privateer, is launched. She is "esteemed by the most Judicious, as fine a ship for the Purpose as has been built in America for a long time. She is to carry 20 Nine Pounders, and 180 men." N.Y. Post Boy July 4th, 1757.

SHIP LARK. 14 guns. Captain Benjamin Parke. Date of Permit, June 13, 1758. Reference: A, 689.

SLOOP LARK. 10 guns. Captain Jonathan Lawrence. Date of Permit, June 6, 1760. Owner: Jacob Walton. Reference: A, 711.

LANCASHIRE WITCH. 6 guns. Captain Thomas Harriott. Date of Permit, August 7, 1762. Owner: Richard Durham. Reference: A, Page 735.

SHIP LAWRENCE. 16 guns. Captain Robert Forrest. Date of Permit, December 21, 1762. Owner: William Kelly. Reference: A, Page 739.

SLOOP LITTLE BOB. 10 guns. Captain Robert Harris. Date of Permit, August 12, 1761. Owner: Anthony Van Dam. Reference: A, Page 728.

SLOOP LITTLE DAVID. 6 guns. Captain Joseph Smith. Date of Permit, September 26, 1757. Owners: Beverly Robinson & David Johnson. Reference: A, Page 679.

SLOOP LITTLE DAVID. 8 guns. Captain Thomas Crowell. Dates of Permit, April 22, 1761 and November 22, 1762. Owner: Jacob Walton, April 22, 1761. Owners: Waddel Cunningham & Co., November 22, 1762. Reference: A, Pages 720 and 738.

SLOOP LIVE OAK. 10 guns. Captain Jonathan Lawrence. Date of Permit, March 24, 1762. Owners: William Walton & Co. Reference: A, 730.

LONGVILLE. British Ship. 6 guns. Captain Samuel Staple Harris. Date of Permit, September 20, 1756. 1st Lt. Peter Grigg. 2nd. Lt. Wm. Wood-

ward. Owners: Barrington Buggin, Joseph Curtis & Co. of London. Reference: A, Page 659.

SHIP LORD HOWE. 10 guns. Captain John Hendy. Date of Permit, June 2, 1758. Owner: James Jauncey. Reference: A, Page 688.

SNOW LOVELY MARTHA. 8 guns. Captain George Porter. Date of Permit, October 1, 1757. Owners: James Morson and Gilbert Rigby. Reference: A, Page 679.

SLOOP LOVELY POLLY. 6 guns. Captain Thomas Murphy. Date of Permit, June 30, 1760. Owner: Lawrence Kortright. Reference: A, Page 712.

SHIP LYON RICHARD. 14 guns. Captain Richard Manley. Date of Permit, February 13, 1762. Owner: Malcolm Campbell. Reference: A, Page 729.

BRIG MARGARET. 10 guns. Captain John Basse. Date of Permit, January 26, 1761. Owner: Philip Livingston. Reference: A, Page 719.

BRIG MARS. 16 guns. Captain & Owner: Dennis McGillicuddy. Date of Permit, July 2, 1762. Reference: A, Page 734. Either this boat or a boat of the same name captured the Dutch Sloop Hope, April 14, 1762. Reference: Stokes Ic.

BRIG MASTERSON. In consort with the Duke of Marlborough and True Briton sends in a large French prize. Parker's Post Boy, May 14, 1759.

SHIP MARY. 10 guns. Captain John Stevenson. Date of Permit, December 4, 1758. Owner: Thomas Randall. Reference: O'C. Page 695.

BRIG MARY. 24 guns. Captain John Pell. Date of Permit, November 8, 1756. 1st Lt. John Wood, 2nd Lt. John Byvanck. Owners: Henry Cuyler, Jr., & John Amory. Reference: A, Page 665. Remarks: Fell down this week on a cruise against H.M.S. enemies N.Y.G. Dec. 2, 1756. Same ref. Dec. 9th. Captured by French Frigate Dec. 29, 1757. N.Y. Merc. Jan. 31, 1757. Taken to France with members of her crew and one of her Lts. as hostages for ship, Capt. Pell ransoms another ship and goes to New York in her.

SLOOP MARY AND ANN. 8 guns. Captain James Hayt, Jr. Date of Permit, March 7, 1758. Owners: John Jauncey and Thomas Vardill & Co. Reference: A, Page 684.

SNOW MARY ANN. 30 guns. Captain Shoals. Date of Permit, February 11, 1757. Owners: John Jauncey & Thomas Vardill & Co. Reference: A, Page 670.

BRIG MONCKTON. 12 guns. Captain Normand Tolmie. Date of Permit, September 21, 1762. Owner: Hugh Wallace. Reference: A, Page 736.

SHIP MONCKTON. 8 guns. Captain Andrew Campbell. Date of Permit, October 15, 1762. Owner: Peter Livingston. Reference: A, Page 737.

MONTRESOR. 10 guns. Captain Alexander Claxton. Date of Permit, December 7, 1758. Owner: Hugh Wallace. Reference: A, Page 695.

SHIP MORNING STAR. 12 guns. Captain Pierse Ashfield. Date of Permit, December 16, 1758. Owners: Thomas Grant & Co. Reference: O'C. Page 695.

SLOOP MORO. 10 guns. Captain Isaac Strickland. Date of Permit, September 21, 1762. Owner: Hugh Wallace. Reference: A, Page 736.

BRIG NEBUCHADNEZZER. 8 guns. Captain Peter Corne. Date of Permit, October 24, 1758. Owner: Anthony Van Dam & Co. Reference: A, Page 693.

SNOW NEDHAM. 12 guns. Captain Thomas Mercer. Date of Permit, April 24, 1761. Owner: Wadell Cunningham. Reference: A, Page 721.

BRIG NEPTUNE. 10 guns. Captain Andrew Caldwell. Date of Permit, April 7, 1761. Owner: George Folliott. Reference: A, Page 720.

SNOW NEPTUNE. 14 to 28 guns. Captain John Ball. Date of Permit, December 14, 1756. Captain Richard Harris, July 8, 1757. Owners: John Bogart, Jr. & John Meyer, Dec. 14, 1756. Owners: John Bogart, Jr. & Robert Crommelin, July 8, 1757. Reference: A, Pages 666 and 675. Remarks: Sends in Prize Snow April 1757. Prize Snow retaken May 1757. Hist. Mag. 2nd Ser. Vol. VI, Page 251.

NEW HARLEQUIN. 8 guns. Captain Brereton. Reference: Manual City N.Y. 1870, Page 870.

SLOOP NEW HESTER. 10 guns. Captain John Johnson. Date of Permit, November 16, 1762. Owner: James De Peyster. Reference: A, Page 737.

BRIG NEW YORK. 10 guns. Captain Thomas Dorn. Date of Permit, January 6, 1757. Owners: Elias De Grushe and Wm. Kippen. Reference: A, Page 682. Captain Wm. Williamson. February 6, 1759. Ref: Log of Duke of Cumberland that date, at New-York Historical Society.

SLOOP NICHOLAS. 10 guns. Captain William Closs. Date of Permit, October 18, 1759. Owner: Andrew Barclay. Reference: A, Page 705.

SHIP OLIVER CROMWELL. 16 guns. Captain John Nicoll. Date of Permit, June 20, 1757. Owners: James Jauncey and John Alsop, Jr. Remarks: Deposition taken from William Wayman testifies as to Ravages of Yellow fever on ship Oliver Cromwell John Nicoll, Captain April 18, 1758. May 5, 1758—Yellow fever having been reported on April 18 on the privateer "Oliver Cromwell," Dr. John Baird reports as to the sanitary condition of this ship and the "Prince of Orange," lying at quarantine. Reference: A, Pages 673, 685 and 687. The former was discharged from quarantine on this day; the latter on May 8.—Cal. Coun. Min., 439.

SLOOP ORLEANS. 6 guns. Captain Joseph Dagget. Date of Permit, March 5, 1760. Owner: Wm. Seton. Reference: A, Page 707.

SLOOP ORLEANS. 8 guns. Captain Isaac Sheldon. Date of Permit, June 22, 1761. Owner: Haman Levy. Reference: A, Page 723.

SHIP PEGGY. 14 guns. Captain Robert Boyd. Date of Permit, August 18, 1758. Owners not given. Reference: A, Page 691.

SHIP PHAETON. 20 guns. Captain Samuel Allen. Date of Permit, January 12, 1757. Owner: Joseph Hayes. Reference: A, Page 682.

PHILA. 8 guns. Captain Andrew Elliott. Date of Permit, January 11, 1758. Owners: Messrs. Miller & Farmer. Reference: A, Page 696.

SHIP PHILADELPHIA. 16 guns. Captain Francis Faris. Date of Permit, February 18, 1762. Owner: Waddell Cuningham. Reference: A, Page 729.

SHIP PITT. 14 guns. Captain James Falls. Date of Permit, December 4, 1758. Owner: Waddell Cuningham. Reference: A, Page 695.

BRIG PLINY. 12 guns. 12 swivels. Captain Benjamin Stoddard. Date of Permit, September 7, 1756. 1st Lt. Richard Harris, 2nd Lt. Jeffrey Cowper. Owner: Ephrim Cook. Reference: A, Page 659. Remarks: Consort of Snow Cicero. N.Y.G. Nov. 22, 1756.

BRIG POLLY. 6 guns. Captain Isaac Sheldon. Date of Permit, January 30, 1759. Owners: John Jauver & Co. Captain Roger Richards December 11, 1759. Owner: Sampson Simson, December 11, 1759. Reference: A, Pages 697 and 706.

BRIG POLLY. 24 guns. of New York. Captain Griggs. Date of Permit, 1756. Remarks: Fitting for cruise—N.Y.G. August 2, 1756. Leaves Port—N.Y.G. August 30, 1756.

BRIG POLLY & FANNY. 10 guns. Captain Samuel Tuder. Date of Permit, November 19, 1758. Owner: Andrew Barclay. Taken on her voyage from Port au Prince to New York by H.M. Ship Lively and condemned for having contraband; this is denied by Gilbert Ash, Jr., mariner. December 11, 1758. Reference: A, Pages 693 and 717.

POLLY & SALLY. 10 guns. Captain Lovit Thurston. Reference: Man. City N.Y. 1870 Page 870.

BRIG POMPEY. 6 guns. Captain Richard Goodwin (his will proved Jan. 30, 1764). Date of Permit, June 28, 1757. Owners: John Cruger & Co. Reference: A, Page 674. Cruger & Watts appear to have sent this boat to Havana just about the time the port surrendered and lost money on her, due to high port charges by John Kennion, an English officer. Reference: N.Y. Hist. Soc. Col. 1928, Pages 89, 92, 115 and 215. Captain William Cumming. Date of Permit, December 23, 1762. Owners: John Watts & Henry Cruger. Reference: A, Page 739.

SLOOP POSTILION. 10 guns. Captain & Owner John Stevenson. Date of Permit, November 9, 1759. Augustus Bradley writes of Colden requesting that John Cris of Postilion be examined with regard to trade from St. Christopher to Monte Christo Dec. 10. Reference: A, Pages 706 and 718.

SLOOP PRINCE EDWARD. 6 guns. 50 men. Captain John Hickey. Date of Permit, June 21, 1757. Owners: Richard Sharpe & Lawrence Kortright. Reference: A, Page 674.

PRINCE FERDINAND. 14 guns. Captain William Murray. Date of Permit, July 26, 1758. Owners: Lawrence Kortright & Thomas Vardill. Reference: A, Page 691.

PRINCE GALLEY. 16 guns. 50 men. Captain White. Reference: Manual City N.Y. 1870—Page 871.

BRIG PRINCE GEORGE. 14 to 38 guns. 120 men. Captain Wm. Murray. Date of Permit, October 5, 1756. 1st Lt. Joseph Dwight, 2nd Lt. Alex Brown. Captain Lynus King 1757 (?) Owners: Jacob Le Roy and

John Provost. Reference: A, Page 664. Remarks: Fitting for cruise—N.Y.G. August 2, 1756. Falls down—N.Y.G. August 16, 1756. Falls down—N.Y.G. August 23, 1756. Brings in Prize Snow—200 tons, Le Fidella, Sieursock, Master. Also Snow, L'Ambier, Mons Ambier, Master. Captured another 100 ton ship, Le Chavel Maria, 25 Guns on way to New York. Captain Dwight, Prize Master—N.Y.G. September 20, 1756. Captain Lynus King advertizes choice Irish butter for sale at his house on Golden Hill—N.Y.G. Dec. 6, 1756. Reported in fight with 2 French Privateers, one of 10, the other 12 guns. Has five of his men wounded. Rigging much damaged—escapes. Refitted Antigua—now off on cruise N.Y. Merc. Jan. 3, 1757. Manual City N.Y. 1870 Page 890. Supposed lost before Oct. 10, 1757 on Caicoses. Hist. Mag. 2nd Series Page 250.

BRIG PRINCE GEORGE. 8 guns. Captain John Philipson. Date of Permit, September 26, 1760. Owner: Henry Constantine. Reference: A, Page 714.

SHIP PRINCE OF BRUNSWICK. 20 guns. Captain Robert Power. Date of Permit, April 10, 1762. Owner: Theophelact Bache. Reference: A, Page 730.

BRIG PRINCE OF ORANGE. 12 to 26 guns. 100 men. Captain David Dickson. Date of Permit, November 2, 1756. 1st Lt. Archibald Hamilton, 2nd Lt. Moses Mathews. Captain Richard Thomas, June 8, 1758. Owners: Anthony Ten Eyck & Robert Ray—Nov. 2, 1756. Owners: Anthony Ten Eyck & Humphry Jones—June 8, 1758. Reference: A, Pages 665 and 689. Remarks: Was spoken December 18—Lat. 16, 43—Long. 61 by Captain Elevell—M. Jan. 24, 1757. April 15, 1758—"Arrived in this harbour the Prince of Orange Privateer, her hands pressed as all vessels are when they come in. Genl. Forbes set out from this place for Philadelphia for the Southern Expedition." Montresor's Jour. Page 152.

BRIGANTINE PRINCE OF WALES. Captain Gwyn captured by French Captain and 6 men killed. New York Post Boy Jan. 1, 1759.

SNOW PRINCE OF WALES. 10 guns. Captain George Hunter. Date of Permit, May 14, 1761. Owner: Waddel Cunningham. Reference: A, Page 722.

BRIG QUEBEC. 10 guns. Captain John Stevenson. Date of Permit, October 18, 1759. Owner: Andrew Barclay. Reference: A, Page 705.

SHIP QUEBEC. 8 guns. Captain John Lindsay. Date of Permit, March 16, 1761. Owner: John Forster. Reference: A, 720.

SHIP RANGER. 6 guns. Captain Carlile. Date of Permit, November 24, 1758. Reference: A, Page 694.

BRIG REBECCA. 12 guns. Captain Isaac Hardtman. Date of Permit, October 18, 1759. Owner: Cornelius Peter Low. Reference: A, Page 705.

BRIG RECOVERY. 4 guns. Captain Evert Everson. Date of Permit, October 18, 1762. Owner: Button Guinnetts. Reference: A, Page 737. Remarks: This very interesting Commission was destroyed by the fire at Albany in 1911.

SLOOP RELIEF. 6 guns. Captain Nathaniel Bethel. Date of Permit, September 17, 1759. Owner: Nathaniel Marston. Reference: A, Page 704.

BRIG RESOLUTION. 12 guns. Captain John Lightenstone. Date of Permit, December 21, 1758. Owners: Charles Nicoll & Co. Reference: A, Page 695.

SHIP RESOLUTION. 14 guns. Captain William Mackey. Date of Permit, November 28, 1758. Captain Robert Brown, August 27, 1760. Owner: George Folliot. Reference: A, 695 & 714.

SLOOP REVENGE. 6 guns. Captain Richard Moon. Date of Permit, August 21, 1760. Owners: Gerardus Solingen, Luke Thomas & Thomas Livingston. Reference: A, Page 713.

SNOW REVENGE. 12 to 14 guns. Captain Francis Koffler. Date of Permit, February 5, 1757. Capt. Griffith, July 20, 1757. Reference: Captain John Pell. Reference: Man. City N.Y. 1870, Page 870. Owners: James DePeyster & others, February 1757. Owner: James DePeyster, July 20, 1757. Take illegal prize Spanish Ship Joseph which later strands on Martha's Vineyard. Reference: A, Pages 670-675 and 683. Capt. Pell lost this ship to the French Man-of-War Bizarre 64 guns, Pierre Claude Brougen Captain, Sept. 24, 1758. Seventeen days later this ship captured the English Man-of-War Winchelsea. New York Post Boy February 5, 1759.

SHIP RICHARD AND ANN. 6 guns. English Ship. Captain Halbert Hanson. Dates of Permit, April 28, 1757 and May 16, 1757. Owner: John Jefferson of London. Reference: A, Pages 671 and 672.

BRIG ROYAL AMERICAN. 8 guns. Captain James Fairley. Date of Permit, June 8, 1761. Owner: Roper Dawson. Reference: A, Page 723.

SHIP ROYAL CHARLOTTE. 16 guns. Captain James Oman. Date of Permit, August 2, 1762. Owners: James DePeyster, William Elberson and Thomas Durham. Reference: A, Page 735.

SNOW ROYAL HESTER. 16 Six pounders 120 men. Captain Solomon Davis. Date of Permit, November 17, 1757. Captain Jacob Roome, May 18, 1759. Captain Robert Dale, June 8, 1758. Owners: John Aspinwall & Lawrence Kortright, Nov. 17, 1757. Owner: Lawrence Kortright June 8, 1758. Owner: Lawrence Kortright May 18, 1759. Reference: A, Pages 681, 689, 702. Remarks: Ready to cruise against H.M.S. enemies Jan. 1758. Sends in a Prize ship and a snow in Sept. 1757. Hist. Mag. 2nd Ser. Vol. VI. Page 251. Manual City of N.Y. 1870—Page 870. Sends in two Prizes valued at 80,000 pounds Sept. 26, 1757—Post Boy Oct. 3, 1757.

SHIP ROYAL HUNTER. See Hunter.

BRIG SALLY. 6 guns. Captain Stephen Newbold. Date of Permit, June 29, 1761. Owner: Daniel Stiles. Reference: A, 723.

SLOOP SALLY. Captain Gibbs. Captured off Monti Christi with thirteen other boats. N.Y. Post Boy February 12, 1759.

SLOOP SALLY. 8 guns. Captain David Griffith. Date of Permit, December 5, 1759. Owner: Humphrey Jones. Reference: A, Page 706.

SCHOONER SAMPSON. 12 guns. Captain Telamun Phoenix. Dates of Permit, December 23, 1757 and November 28, 1758. Captain Osborn Grateraks, November 5, 1760. Master Mate Josiah Moore. Owners: Sampson Simpson & Co. Dec. 23, 1757 and Nov. 28, 1758. Reference: A, Pages 682, 695, 716. August 20th Proclamation for apprehending the crew of the ship Sampson for firing into the boat of HMS Winchester and killing some of the crew. Reference: A, Page 713.

TO HIS EXCELLENCY THOMAS BOONE, GOVR OF JERSEYS &C

NEW YORK AUGUST 21ST 1760

Sir,

From the inclosed Proclamation which I have issued by advice of his Majesties Council for this Province your Excellency may observe a most

horrid murder of four men in the Barge of his Majesties Ship the Winchester of which Captn Hales a very humane Gentleman is commander,

The Sampson is a Ship of 22 Guns on one Deck nine & six pounders, & the Crew consists of 67 Men besides boys. After she got into the Harbour she was placed within about 50 feet of the end of the Dock. They arm'd themselves and loaded their Swivils and bade defiance to all authority. As it evidently appeared that the crew consisted of desperate bloody minded fellows, the Magistrates thought that any attempt from the Shore must have been attended with fatal consequences to some of the Inhabitants. Captn Hale brought up his Ship from the watering place to give them assistance, but on appearance of the Ship, the fellows seized the Boats & went ashoar armed at a distance from the Town & in several different places and made their escape. This is such a daring insult on all Authority & of such dangerous example that I make no doubt of your Excellencys ordering proper enquiry to be made for discovering any who may have made their escape into your Government that they may be brought to Justice. I am, &c.

And (mutatis mutandis) To THE HONBLE THOMAS FITCH, STEPHEN HOPKINS, HIS EXCELLENCY FRANCIS BERNARD, and to the HONBLE JAMES HAMILTON, LT. GOV. OF PENNSILVANIA, &c

See Colden Papers and Documents Col. Hist. of N.Y. Vol. VII. Page 446.

POLAQUE or *POLACCA** *SAMUEL*. 6 guns. Captain Henry Brass, Jr. Date of Permit, March 17, 1761. Owner: Lewis Pintard. Reference: A, Page 720.

SHIP SCOTT. 10 guns. Captain Wm. Stewart. Date of Permit, May 13, 1757. Owners: Wadell Cuninghame & Thomas Grey. Reference: A, Page 672.

SHIP SOUTH CAROLINA PACKET. 8 guns. Captain & Owner: William White. Date of Permit, November 19, 1759. Reference: A, Page 706.

SHIP SPADIL. 8 guns. Captain Erasmus Williams. Date of Permit, October 10, 1757. Owners: Henry Cruger & John Watts. Reference: A, Page 679.

SNOW SPEEDWELL. Captain William Heysham. Proclamation issued September 17, 1759 for high treason against William Heysham Captain

* Vessel 2 or 3 mast used on Mediterranean—mast of one piece.

for giving comfort to the enemy. Reference: A, Page 705. She was probably a Rhode Island boat owned by Messrs. Ebenezer Richardson, Thomas Richardson and Lemuell Wyatt. Reference: Doc. Col. Hist. N.Y. Vol. VII, Page 226.

SLOOP SQUIRREL. 10 to 22 guns. 12 swivels, 100 men. Captain John Jones. Date of Permit, October 5, 1756. 1st Lt. Henry Low, 2nd Lt. Alexander Vance. Captain Henry Low July 8, 1757. Owners: Evert Byranck and John Bogart, Jr. both dates. Reference: A, Pages 664, 675. Remarks: Consort of Sloop Weesel—N.Y. Gaz. Nov. 22, 1756.

SLOOP ST. GEORGE. 16 guns. Captain George Patten. Date of Permit, September 5, 1757. Captain James Deveraux, February 13, 1758. Owners: John Bogart, Jr. & Everet Byranck. Reference: A, Pages 679 & 683.

SHIP STURDY BEGGAR. 20 guns. Captain Robert Troup. Date of Permit, July 18, 1757. Owners: John Troup and Garrit Van Horne. Captain Troup libeled by Dutch ship Snelle Looper, August 24, 1759. Reference: A, Pages 675 and 704. Remarks: The ship "Sturdy Beggar" comes into the harbour from East Jersey where she was built, the keel having been laid the preceding summer.—N.Y. Post-Boy, Aug. 30, 1756. The Vessel is a double-decker, designed for a privateer, and mounts 26 guns. She is "esteemed the best Ship of War belonging to the Port, and is to be commanded by the Experienced Robert Troup, who particularly signalized himself the last War in command of the "Hester" Privateer Brig"—Ibid. July 11, 1757. Reference: Stokes Ic. Vol. 4—Page 691. April 16, 1759—News from Antigua is published in New York regarding the remarkable success of the privateer "Sturdy-Beggar" (Capt. Troup) of this port, in an encounter with the French Fleet. Three of her captures, a ship and two snows, have arrived here.—Parker's Post-Boy, April 16, 1759. Log of the Cumberland at New York Historical Society records the sinking of the Sturdy Beggar on Diamond Rock near Antigua, under date of April 12, 1760.

SLOOP SUSANNA & ANNE. 6 guns. Captain William Dobbs. Date of Permit, August 18, 1761. Owners: William Kennedy & John Kating. Reference: A, Page 724.

SHIP TARTAR. 16 guns. Captain Thomas Lawrence. Date of Permit, October 5, 1758. Owners: Philip Livingston & John Lawrence, Jr. Reference: A, Page 692.

SHIP TERRIBLE. 10 guns. Captain Walter Power. Date of Permit, September 11, 1758. Hugh Wallace in behalf of owners. Reference: A, Page 692.

SHIP THORNTON. 18 guns. Captain John Eagleson. Date of Permit, January 5, 1757. Owners: Roper Dawson & Co. Reference: A, Page 682.

SLOOP TIGER. 8 guns. Captain Alexander McDougal. Date of Permit, June 21, 1757. Owner: Garrit Van Horne. Reference: A, Page 674.

BRIG TRUE BRITAIN. 12 guns. 110 men. Captain Christopher Miller. Date of Permit, June 20, 1757. Capt. David Masterton, November 18, 1758. Owners: Nathaniel Marston and Jasper Farmer, June 20, 1757. Nathaniel Marston owner, November 18, 1758. Reference: A, Pages 673 and 694. Remarks: May 11, 1759—A large French prize sloop arrives here, taken by the privateer brigantines "True Briton," "Masterson," and "Duke of Marlborough."—Parker's Post-Boy, May 14, 1759.

SHIP TWO BROTHERS. 12 guns. Captain Joseph Smith. Date of Permit, August 24, 1762. Owners: Thomas & Benjamin Forsey. Reference: A, Page 735.

SHIP TWO FRIENDS. 10 guns. Captain James Spellen. Date of Permit, May 17, 1759. Captain Anthony Kendall, October 8, 1760. Owner: Joseph Forman. Reference: A, Pages 702 & 715.

SNOW UNION. 8 guns. Captain Charles Chevalier. Date of Permit, July 14, 1759. Owner: Sampson Simpson. Reference: A, Page 703.

SLOOP WEAZEL. 12 to 24 guns. 100 men. Captain David Fenton. Date of Permit, October 5, 1756. 1st Lt. John Basset, 2nd Lt. Robert Winter. Owners: Evert Byvanck & John Bogert, Jr. Reference: A, Page 664. Remarks: Consort of Sloop Squirrel—N.Y. Gaz. 1756. Valentines Manual Page 870, 1870. Remarks: Captain David Fenton accused of having taken Dutch Ship Elizabeth unlawfully, September 4, 1758. Reference: A, 792.

SLOOP WHEEL OF FORTUNE. 10 guns. 100 men. Captain William Collins. Date of Permit, July 27, 1757. Owners: Richard Bancker & John Thurman, Jr. Remarks: Captain Wm. Collins of Privateer Wheel of Fortune proceeds to Albany with Troops—August 13, 1757. Reference: A, 675.

July 19, 1763—Passport. Joseph Lawrence, commander of the sloop Wheel of Fortune, to go to Cuba to demand the release of Effingham Lawrence and David Ross, detained there in jail. Reference: A, 743.

SHIP WILLIAM & MARY. 10 guns. Captain William Heyer. Date of Permit, December 17, 1757. Owner: William Walton. Reference: A, Page 682.

SHIP WILLIAM & THOMAS. 16 guns. Captain Samuel Long. Date of Permit, August 9, 1758. Owner: Waddel Cuninghame. Reference: A, Page 691.

SHIP WOLF. 10 guns. Captain Thomas Rinmer. Date of Permit, February 2, 1761. Owner: Joseph Sherman. Reference: A, Page 719.

SHIP YORK. 10 guns. Captain Peter Berton. Date of Permit, July 17, 1759. Owner: Joseph Haynes. Remarks: Sails for London July 5, 1764—N.Y. Merc. July 9, 1764. Reference: A, Page 703.

APPENDIX II

LIST OF SHIPS' OFFICERS

- Capt. John Alexander, Brig HAWK, 1757
Capt. Samuel Allen, Ship PHAETON, 1757
Capt. John Amory, Ship KING WILLIAM III, 1757
Capt. Henry Arnold, Brig KING GEORGE, 1756
Capt. Pierse Ashfield, Ship MORNING STAR, 1758
- Capt. Jacob Bancks, Sloop CHARMING SALLY, 1762
Capt. Peter Barton, Ship YORK, 1759
Capt. John Basse, Brig MARGARET, 1761
1st. Lt. John Basset, Sloop WEAZEL, 1756
Capt. Samuel Bayard, SNOW HERCULES, 1756
Capt. Nathaniel Bethel, Sloop RELIEF, 1759
Capt. M. Bickers, Sloop BRADSTREET, 1756
Capt. Nicholas Bogart, Sloop DOVE, 1761
Capt. Robert Boyd, Ship PEGGY, 1758
Capt. Henry Brass, Jr. Polaque SAMUEL, 1761
Capt. Brerton, Ship NEW HARLEQUIN
2nd Lt. Alex Brown, Brig PRINCE GEORGE, 1756
Capt. John Brown, Brig GENERAL MONCKTON, 1762
Capt. Robert Brown, Ship RESOLUTION, 1760
Capt. John Bull, SNOW NEPTUNE, 1756
2nd Lt. John Bunson, SNOW HERCULES, 1756
Capt. Anthony Byanck, Brig JOHN, 1758
- Capt. Andrew Caldwell, Ship COLONEL PROVOST, 1757; Brig NEPTUNE, 1761
Capt. Andrew Campbell, Ship MONCKTON, 1762
Capt. Carlile, Ship RANGER, 1758
Capt. James Chambers, Sloop KEPPAL, 1761
Capt. Joseph Cheeseman, Ship BAYARD, 1760
Capt. Charles Chevalier, SNOW UNION, 1759
Capt. Alexander Claxton, Ship MONTRESOR, 1758
Capt. William Close, Sloop NICHOLAS, 1759
Capt. George Codwise, Sloop CHARMING POLLY, 1757; Sloop ANN, 1759
Capt. William Collins, Sloop WHEEL OF FORTUNE, 1757
Capt. Ephriam Cook, SNOW CICERO, 1756
Capt. William Cooper, Ship JAMES, 1762

Capt. Peter Corne, Brig NEBUCHADNEZZAR, 1758

2nd Lt. Jeffrey Cowper, Brig PLINY, 1756

Capt. Robert Craige, Sloop HENRY, 1762

Capt. Hugh S. Crawford, Ship HERO, 1762

Capt. James Creighton, Sloop CHARMING BETSY, 1761

Capt. John Crew, Sloop FOX, 1757; Schooner CATY, 1759

Capt. Thomas Crowell, Sloop LITTLE DAVID, 1761, 1762

Capt. Thomas Cruger, Ship DUKE OF CUMBERLAND, 1760

Capt. William Cumming, Ship POMPEY, 1762

Capt. John Curling, Ship ESSEX, 1757

Capt. Joseph Daggett, Sloop ORLEANS, 1760

Capt. Robert Dale, SNOW ROYAL HESTER, 1758; SNOW DREADNOUGHT,
1760

Capt. Michael Dalton, Ship GEORGE, 1757

Capt. James McDaniel, Brig HOPE, 1757

Capt. Solomon Davis, SNOW ROYAL HESTER, 1757

Capt. Thomas Davis, Brig HOPE, 1759

Capt. Chevalier Dean, Sloop CHARMING SALLY, 1762

2nd Lt. William Dobbs, Brig HAWK, 1757. Captain of Sloop GOLDFINCH,
1757; SNOW HESTER, 1760; Sloop SUSANNA, 1761

Capt. Jemas Donninson, 1758

Capt. Thomas Doran, Sloop HARLEQUIN, 1757

Capt. Thomas Dorn, Brig NEW YORK, 1757 (probably the same man as
above, see Duren also the same man)

Capt. William Dougall, Brig DUKE OF YORK, 1760

2nd Lt. John Dunscomb, Sloop BLAKENAY, 1756

1st Lt. Thomas Duren, Sloop HARLEQUIN, 1756 (see Doran & Dorn—all
three probably the same man)

Capt. Joseph Durham, Brig CHARMING SALLY, 1762

1st Lt. Joseph Dwight, Brig PRINCE GEORGE, 1756. Captain of Sloop
CHARMING SALLY, 1757.

Capt. John Eagleson, Ship THORNTON, 1757

Capt. Andrew Elliott, Ship PHILA, 1758

Capt. Evert Everson, Brig RECOVERY, 1762

Capt. James Fairley, Brig ROYAL AMERICAN, 1761

Capt. James Falls, Ship PITT, 1758

Capt. Francis Faris, Ship PHILADELPHIA, 1762
Capt. David Fenton, Sloop WEAZEL, 1756; Brig DUKE OF MARLBOROUGH,
1757
Capt. Michael Finch, Ship CHARMING FANNY, 1759
Capt. Nicholas Fletcher, Sloop CATIA, 1760
Capt. Robert Forrest, Ship LAWRENCE, 1762
Capt. David Fry, Schooner HARDY, 1757

Capt. James Gadderar, Brig DE LANCEY, 1761
Capt. Thomas Gelston, SNOW CHARMING SALLY, 1758
Capt. Gibbs, Sloop SALLY, 1759
Capt. Richard Goodwin, Brig POMPEY, 1757; Sloop ALCEY, 1762
Capt. Grantham, Sloop HARDY, 1756
Capt. Osborn Graterake, Schooner SAMPSON, 1760
Capt. Griffith, SNOW REVENGE, 1757
Capt. John Grig, Brig JOHNSON, 1756
1st Lt. Peter Grigg, Ship LONGVILLE, 1756
Capt. Griggs, Brig POLLY, 1756
Capt. Gwyn, Brig PRINCE OF WALES, 1759

Capt. Richard Hadden, Schooner CHARMING PEGGY, 1756
Capt. Richard Hale, Schooner AMERICA, 1757; Brig BETSEY, 1759
Capt. Halbert Hansen, Ship RICHARD AND ANN, 1757
1st Lt. Richard Harris, SNOW CICERO, 1756
Captain of SNOW NEPTUNE, 1757
Capt. Robert Harris, Sloop LITTLE BOB, 1761
Capt. Samuel Staple Harris, Ship LONGVILLE, 1756
Capt. John Harrison, Ship HUNTER, 1758
Capt. Morley Harrison, Brig HAWK, 1758/9; Brig CHARMING SALLY, 1760
Capt. Richard Harrison, Sloop CHARMING SALLY, 1756
Capt. Thomas Harriott, Sloop ANNE, 1759; Ship LANCASHIRE WITCH, 1762
Capt. Henry Hartley, Sloop DOLPHIN, 1762
Capt. Isaac Hartman, Brig REBECCA, 1759
2nd Lt. Thomas Hays, Sloop HARLEQUIN, 1756
Capt. James Hayt, Jr., Sloop MARY AND ANN, 1758
Capt. Peter Healey, Sloop HARLEQUIN, 1756; Sloop GEORGE, 1757
Capt. John Henderson, Brig CHARMING BECKY, 1759
Capt. John Hendy, Ship LORD HOWE, 1758
Capt. Samuel Henshaw, Schooner CATHARINE, 1762

Capt. William Heyer, Ship WILLIAM AND MARY, 1757
 Capt. William Heysham, SNOW SPEEDWELL, 1759
 2nd Lt. John Hick, SNOW DREADNOUGHT, 1756
 Capt. John Hickey, Sloop PRINCE EDWARD, 1757
 Capt. John Hodge, Sloop ENTERPRISE, 1762
 Capt. Nicholas Horton, Sloop BLAKENEY, 1756; Brig ELIZABETH, 1756
 Brig JOHNSON, 1759
 Surgeon Ambrose Hudson, Brig HAWK, 1758/9
 Capt. Obadiah Hunt, Brig AMHERST, 1759
 Capt. George Hunter, SNOW PRINCE OF WALES, 1761

Capt. John Jauncey, Sloop CHARMING SALLY, 1757; Ship HUNTER, 1757
 1st Lt. Richard Jeffreys, Brig HAWK, 1758/9; Ship JUNO, 1759
 Capt. John Johnson, Brig HOPE, 1759; Sloop NEW HESTER, 1762
 Capt. John Jones, Sloop SQUIRREL, 1756

Capt. William Kelly, Ship HIBERNIA, 1759
 Capt. Anthony Kendall, Ship TWO FRIENDS, 1760
 Capt. Alexander Kerr, Ship GRACE, 1757
 1st Lt. Aaron King, SNOW DREADNOUGHT, 1756; Captain of Ship
 ALBANY, 1757
 Capt. Arent King, SNOW BOSCAWEN, 1759 (probably same as above)
 Capt. Lynus King, Brig PRINCE GEORGE, 1757
 Capt. Francis Koffler, Ship DEFIANCE, 1756; SNOW REVENGE, 1757;
 Ship JAMES, 1760
 Capt. Thomas Koster, Brig CATHARINE, 1759

Capt. Henry Lane, Brig COLUMBINE, 1758
 Capt. Jonathan Lawrence, Sloop LARK, 1760; Sloop LIVE OAK, 1762
 Capt. Nathan Lawrence, Brig CATHARINE, 1758, 1762
 Capt. Thomas Lawrence, Ship TARTAR, 1758
 Capt. Viner Leacraft, Brig KING GEORGE, 1758; Sloop ELISABETH AND
 MARY, 1759
 Capt. Samuel Lightburn, Ship AMERICA, 1762
 Capt. John Lightenstone, Brig RESOLUTION, 1758
 1st Lt. James Lilley, Sloop CHARMING SALLY, 1756; Captain of
 Ship DUKE OF CUMBERLAND, 1758, 1759
 Capt. John Lindsay, Ship QUEBEC, 1761
 Capt. Francis Linnet, Brig BETSEY, 1757

Capt. Samuel Long, Ship WILLIAM AND THOMAS, 1758
Capt. William Long, Ship ANN, 1760
1st Lt. Henry Low, Sloop SQUIRREL, 1756; Captain of Sloop
SQUIRREL, 1757
Capt. John Lush, Ship DUKE OF CUMBERLAND, 1757

Capt. Henry MacLachlan, Ship AMHERST, 1758
Capt. William Mackey, Ship RESOLUTION, 1758
Capt. Richard Manley, Ship LYON RICHARD, 1762
1st Lt. Patrick Mar, Brig HAWK, 1757
1st Lt. James Martin, Sloop BLAKENEY, 1756
Capt. David Masterton, Brig TRUE BRITAIN, 1758
Capt. Samuel Mathews, SNOW HOPEWELL, 1760
Capt. John McClave, Schooner FLY, 1759
Capt. James McDaniel, Brig HOPE, 1757
Capt. Alexander McDougal, Sloop TIGER, 1757
Capt. James McEven, Brig CHARMING MOLLY, 1759
Capt. Dennis McGillicuddy, Brig MARS, 1762
Capt. James McLaughlin, Ship HAPPY RETURN, 1760
Capt. Thomas Mercer, SNOW NEDHAM, 1761
Capt. Christopher Miller, Brig TRUE BRITAIN, 1757
1st Lt. Paul Miller, SNOW HERCULES, 1756; Captain of SNOW
HERCULES, 1757
Capt. Isaiah Moat, SNOW JOHN AND MATTY, 1762
Capt. Richard Moon, Sloop REVENGE, 1760
Capt. Alexander Moore, Sloop IRISH GIMBLET, 1761
Master Mate Josiah Moore, Schooner SAMPSON, 1760
Capt. Thomas Moore, SNOW JANE, 1759; Brig CHARMING SALLY, 1762
Capt. Alexander Mott, Brig HOPE, 1762
Capt. Thomas Murphy, Sloop LOVELY POLLY, 1760
Capt. William Murray, Brig PRINCE GEORGE, 1756; Ship GRAND DUKE, 1757
Ship PRINCE FERDINAND, 1758

Capt. Stephen Newbold, Brig SALLY, 1761
Capt. James Nicholson, Frigate AMHERST, 1762
Capt. John Nicoll, Ship OLIVER CROMWELL, 1757-1758

Capt. James Oman, Sloop HARLEQUIN, 1760; Ship ROYAL CHARLOTTE, 1762

Capt. Benjamin Parke, Ship LARK, 1758
 Capt. James Parker, Sloop KEZIAH, 1757
 Capt. John Parker, SNOW ARGO, 1758
 Capt. John Pell, Brig MARY, 1756; SNOW REVENGE, 1758
 Capt. James McHugh, SNOW DREADNOUGHT, 1756
 Capt. Talamun Phoenix, Schooner SAMPSON, 1757, 1758
 Capt. George Porter, SNOW LOVELY MARTHA, 1757
 Capt. Walter Power, Ship TERRIBLE, 1758
 Capt. William Preston, SNOW APPLETON, 1762
 Capt. Thomas Randall, Sloop GOLDFINCH, 1756; Brig DE LANCEY, 1757
 Capt. Edward Richard, Ship ALEXANDER, 1760
 Capt. Roger Richards, Brig POLLY, 1759; Brig CHARMING SALLY, 1762
 Capt. William Richardson, Brig DUKE OF MARLBOROUGH, 1758
 SNOW DREADNOUGHT, 1759
 Capt. Thomas Rinmer, Ship WOLF, 1761
 Capt. Jacob Roome, SNOW ROYAL HESTER, 1759
 Capt. Charles Ross, Sloop CHARMING BETSY, 1760
 Capt. Peter Rowland, Sloop CURACAO, 1757
 Capt. Anthony Rutgers, SNOW BOSCAWEN, 1758; Brig KING GEORGE, 1760

Capt. John Sarly, Brig JACOB, 1762
 Capt. Isaac Sears, Sloop CATHARINE, 1757; Dogger DECOY, 1757
 Ship BELLE ISLE
 Capt. Thomas Seymour, Ship KING OF PRUSSIA, 1757
 Capt. Seymore, Ship FAME, 1758 (probably the same man as above)
 Capt. Isaac Sheldon, Brig POLLY, 1759; Sloop ORLEANS, 1761;
 Sloop ANTELOPE, 1762
 Capt. Shoals, SNOW MARY ANN, 1757
 Capt. Christopher Sinnott, Brig GENERAL MONCKTON, 1762
 2nd Lt. Stephen Skinner, Sloop CHARMING SALLY, 1756;
 Brig DE LANCEY, 1757
 Capt. Nathaniel Slooe, Sloop HARLEQUIN, 1758—1759
 Capt. Joseph Smith, Ship ANNA, 1756; Sloop LITTLE DAVID, 1757;
 Ship TWO BROTHERS, 1762
 Capt. Richard Smith, SNOW CICERO, 1757
 Capt. Edward Sneed, Ship GENERAL MONCKTON
 Capt. James Spellen, SNOW HORNET, 1756; Ship TWO FRIENDS, 1759;
 Sloop BONETTA, 1762
 Capt. Elijah Steel, Brig ANN, 1758

Capt. John Stevenson, Ship MARY, 1758; Sloop POSTILION, 1759;
Brig QUEBEC, 1759

Capt. William Stewart, Sloop CHARMING POLLY, 1757

Capt. Benjamin Stoddard, Brig PLINY, 1756; SNOW GREYHOUND, 1758

Capt. Isaac Strickland, Sloop MORO, 1762

Capt. Benjamin Tanner, Sloop CHARMING POLLY, 1759

Capt. Tate, Ship DUBLIN, 1758

Capt. Willet Taylor, SNOW DREADNOUGHT, 1757

Capt. George Terry, EARL OF HALIFAX, 1756

Capt. James Thompson, Brig ACHILLES, 1757

Capt. John Thompson, Ship GENERAL WOLFE, 1758

Capt. Lovit Thurston, Ship POLLY AND SALLY

Capt. Normand Tolmie, Brig MONCKTON, 1762

Capt. Robert Troup, Ship STURDY BEGGAR, 1757, 1758, 1759, 1760

Capt. Luke Troy, Brig CHARMING BECKY, 1762

2nd Lt. Francis Tuck, Ship BLAKENEY, 1756

Capt. Samuel Tudor, Brig POLLY AND FANNY, 1758

Capt. Mark Valentine, SNOW EARL OF LOUDON, 1757; SNOW GENERAL
ABERCROMBY, 1758; SNOW BOSCAWEN, 1760

2nd Lt. Alexander Vance, Sloop SQUIRREL, 1756

Capt. John Waite, Ship BETSEY, 1762

Capt. John Walker, Ship EAGLE, 1758

Capt. John Wallace, Brig EARL OF LOUDON, 1757

Capt. William Wallace, Ship EAGLE, 1759

1st Lt. William Ward, Ship BLAKENEY, 1756; Captain of Brig FRIENDSHIP,
1761

Capt. George Watt, Ship BETTIE, 1758

Capt. William Wayman, SNOW EARL OF LOUDON, 1756; Brig KING GEORGE,
1757

Capt. Isaac Werden, Ship BRADSTREET, 1759

Capt. White, PRINCE GALLEY

Capt. James White, Ship BLAKENEY, 1756

Capt. William White, Ship SOUTH CAROLINA, 1759

Capt. Edward Williams, Sloop HOPE, 1759

Capt. Erasmus Williams, Ship SPADIL, 1757

Capt. William Williamson, Brig NEW YORK, 1759

Capt. Samuel Wingwood, Sloop GOOD INTENT, 1758
2nd Lt. Robert Winter, Sloop WEAZEL, 1758
Capt. Bathazar Winthrop, Ship FAME, 1758
2nd Lt. William Woodward, Ship LONGVILLE, 1756
Capt. Henry Wright, Sloop HARLEQUIN, 1757
Capt. James Wright, Schooner HARLEQUIN, 1762
Capt. Richard Wright, Brig JOHNSON, 1757

APPENDIX III

SHIP OWNERS

Alsop, John Jr.	Sloop Squirrel
Ship Hunter	Sloop St. George
Ship Oliver Cromwell	Sloop Weazel
Sloop Goldfinch	Bogart, Nicholas
Alstine, Matthew	Sloop Dove
Sloop Charming Polly	Brasher, Abraham
Amory, John	Brig Friendship
Brigantine Mary	Brown, William
Arnold, Henry	Brigantine General Monkton
Brig Charming Sally	Buggin, Barrington
Brig King George	Ship Longville
Aspinwall, John	Burnet, John
Sloop Goldfinch	Snow Argo
Snow Hester	Ship Duke of Cumberland
Bache, Theophilact	Byvanck, Everet
Ship Grace	Sloop Catherine
Ship Prince of Brunswick	Brig Duke of Marlborough
Bancker, Richard	Sloop Fox
Sloop Blakeney	Sloop Squirrel
Sloop Wheel of Fortune	Sloop St. George
Barclay, Andrew	Sloop Weazel
Sloop Hope	Campbell, Malcomb
Brig Polly & Fanny	Ship Lyon Richard
Brig Quebec	Ship James
Sloop Nicholas	Carrol, James
Bayard, Nicholas	Sloop Dolphin
Brig General Monkton	Codwise, Christopher
Bayard, William	Sloop Catherine
Ship Juno	Constantine, Henry
Ship Eagle	Brig Prince George
Beckman, Gerard William	Cook, Ephriam
Snow Hester	Snow Cicero
Bogart, John Jr.	Brig Pliny
Sloop Elizabeth & Mary	Corne, Peter
Snow Hester	Brig Betsey
Snow Neptune	

Crockat, Chas.
 Ship Fortress
 Crockat, James
 Ship Fortress
 Cromellin, Robert
 Snow Neptune
 Cruger, Henry
 Ship Spadil
 Cruger, John
 Sloop Hardy
 Brig Pompey
 Cunningham, Wadell
 Ship Bettie
 Ship Hero
 Sloop Keppel
 Sloop Little David
 Snow Nedham
 Ship Philadelphia
 Ship Pitt
 Snow Prince of Wales
 Ship Scott
 Ship William & Thomas
 Curtis, Joseph
 Ship Longville
 Cuyler, Henry, Jr.
 Brig Betsey
 Sloop Hardy
 Ship King William III
 Brigantine Mary
 Cuyler, Philip
 Ship Duke of Cumberland
 Brig Hope
 Dawson, Roper
 Brig Royal American
 Ship Thornton
 De Grushe, Elias
 Brig New York
 De Lancey, Oliver
 Sloop Hardy

De Peyster, James
 Brig Catharine
 Brig Charming Sally
 Ship Defiance
 Sloop Dolphin
 Brig General Monckton
 Brig Hope
 Ship James
 Brig King George
 Sloop New Hester
 Snow Revenge
 Ship Royal Charlotte
 Dickinson, Henry
 Sloop Dolphin
 Dixon, David
 Sloop Antelope
 Duncan, Thomas
 Brig King George
 Durham, Richard
 Lancashire Witch
 Durham, Thomas
 Ship Royal Charlotte
 Elberson, William
 Ship Royal Charlotte
 Ewing, Robert
 Snow John & Matty
 Fargie, Winter
 Sloop Enterprise
 Farmer, Jasper
 Schooner Charming Peggy
 Dogger Decoy
 Snow Hercules
 Ship Phila
 Brig True Briton
 Fell, John
 Brig De Lancey
 Snow Jane
 Folliott, George
 Ship Charming Fanny

Ship Charming Sally
 Ship General Wolfe
 Ship Happy Return
 Snow Hopewell
 Brig Neptune
 Ship Resolution
 Forsey, Benjamin
 Brig Hope
 Ship Two Brothers
 Forsey, Thomas
 Brig Hope
 Ship Two Brothers
 Forster, John
 Ship Quebec
 Franks, Jacob
 Brig Duke of York
 Furman, Joseph
 Sloop Bonetta
 Sloop George
 Snow Hornet
 Ship Two Friends
 Goodwin, Richard
 Sloop Alcey
 Gouveneur, Nicholas
 Sloop Good Intent
 Grant, Thomas
 Ship Morning Star
 Grey, Thomas
 Ship Scott
 Guinnetts, Button
 Brig Recovery
 Hall, Oliver
 Sloop Charming Polly
 Hamilton, John
 Ship Bayard
 Harrison, George
 Brig Charming Sally
 Hartley, Henry
 Sloop Dolphin

Haynes, Joseph
 Ship Bradstreet
 Snow Dreadnought
 Ship King of Prussia
 Ship Phaeton
 Ship York
 Hays, Judah
 Ship Duke of Cumberland
 Hertell, James
 Snow Boscawen
 Hicks, Edward
 Snow Hercules
 Hicks, William
 Ship Betsey
 Holland, Henry
 Ship Blakeney
 Brig Hawk
 Howard, Sheffield
 Dogger Decoy
 Jauncey, James
 Schooner America
 Schooner Caty
 Sloop Good Intent
 Ship Lord Howe
 Sloop Mary & Ann—8 guns
 Jauncey, John
 Sloop Mary & Ann—30 guns
 Snow Mary & Ann
 Ship Oliver Cromwell
 Brig Polly
 Jefferson, John
 Ship Richard & Ann
 Johnson, David
 Sloop Little David
 Jones, Humphry
 Brig Prince of Orange
 Sloop Sally
 Kating, John
 Sloop Susanna & Anne

Keating, John
 Sloop Dolphin
 Kelly, William
 Brig Charming Becky
 Ship Blakeney
 Brig Columbine
 Brig Hawk
 Ship Hibernia
 Brig Johnson
 Ship Lawrence
 Kennedy, William
 Sloop Susanna & Anne
 Kettleas, Peter
 Sloop Ann
 Kipp, Henry
 Schooner Alexander
 Sloop Catie
 Kippen, William
 Brig New York
 Kortright, Lawrence
 Brig De Lancey
 Snow Prince Ferdinand
 Sloop Goldfinch
 Sloop Harlequin
 Snow John & Matty
 Sloop Lovely Polly
 Snow Royal Hester
 Brig John
 Ship Hunter
 Sloop Prince Edward
 Law, Henry
 Sloop Antelope
 Lawrence, John & John Jr.
 (both probably the same man)
 Brigantine Catherine
 Sloop Charming Sally
 Brig De Lancey
 Sloop Harlequin

 Ship Hunter
 Ship Tartar
 Le Roy, Jacob
 Snow Boscawen
 Brig Prince George
 Levy, Hayman
 Snow Dreadnought
 Sloop Orleans
 Lightburn, Samuel
 Ship America
 Lispenard, Leonard
 Snow Boscawen
 Ship Grace
 Livingston, Peter R.
 Sloop Charming Sally
 Brig Jacob
 Ship Monckton
 Livingston, Philip
 Ship Albany
 Ship Amherst
 Brigantine Catherine
 Brigantine Hardy
 Sloop Henry
 Brig Margaret
 Ship Tartar
 Livingston, Thomas
 Sloop Revenge
 Long, William
 Ship Ann
 Low, Cornelius Peter
 Brig Rebecca
 Low, Isaac
 Sloop Irish Gimblet
 Ludlow, Gabriel
 Brig King George
 Lysen, Abraham
 Snow Dreadnought
 Marston, Nathaniel
 Brig Charming Molly

Schooner Charming Peggy
 Brig De Lancey
 Ship Hunter
 Sloop Relief
 Brig True Briton
 McCleve, John
 Schooner Fly
 McGillicuddy, Dennis
 Brigantine Mars
 Meyer, John
 Snow Neptune
 Miller,
 Ship Phila
 Moore, Thomas
 Snow Cicero
 Sloop Irish Gimblet
 Morrison, Donald
 Snow Abercromby
 Morson, James
 Snow Lovely Martha
 Nicholl, Edward
 Schooner Albany
 Nicoll, Charles
 Brig Resolution
 Pintard, Louis
 Schooner Catherine
 Ship Dublin
 Sloop George
 Palaque Samuel
 Power, George
 Ship George
 Preston, William
 Snow Appleton
 Provost, David
 Ship Duke of Cumberland
 Provost, John
 Brigantine Prince George
 Randall, Thomas
 Snow Abercromby

Brig Charming Sally
 Brig De Lancey
 Ship Mary
 Ray, Richard
 Brig Earl of Loudon
 Ray, Robert
 Brigantine Prince of Orange
 Reade, Joseph
 Ship Anne
 Reade, Lawrence
 Ship Anne
 Richard, Edward
 Ship Alexander
 Richardson, Ebenezer
 Snow Speedwell
 Richardson, Thomas
 Snow Speedwell
 Rigby, Gilbert
 Snow Lovely Martha
 Robinson, Beverly
 Sloop Little David
 Rowland, Peter
 Sloop Curacao
 Rutgers, Hermanus
 Brig King George
 Sarty, Anthony
 Snow Dreadnought
 Schermerhorn, John
 Ship Bell Isle
 Sloop Fox
 Schuyler, Adoniah
 Ship Eagle
 Seton, William
 Sloop Orleans
 Sharpe, Richard
 Sloop Anne
 Dogger Decoy
 Sloop Harlequin
 Sloop Prince Edward

Sherman, Joseph
 Ship Wolf
 Simpson, Sampson
 Schooner Hardy
 Brig Polly
 Schooner Sampson
 Snow Union
 Solingen, Geradus
 Sloop Revenge
 Stanbury, John
 Ship Essex
 Stanbury, Osgood
 Ship Essex
 Stevens, John
 Sloop Postillion
 Stiles, Daniel
 Brig Sally
 Stilwell, Samuel
 Brig General Amherst
 Sloop Charming Betsey
 Snow Greyhound
 Tanner, Benjamin
 Sloop Charming Polly
 Ten Eyck, Anthony
 Brig Prince of Orange
 Thomas, Luke
 Sloop Revenge
 Thompson, James
 Brig Achilles
 Thorne, Stephen
 Sloop Catherine
 Thurman, John
 Sloop Blakeney
 Thurman, John Jr.
 Sloop Wheel of Fortune
 Tingley, Samuel
 Brig Earl of Loudon
 Torrens, John
 Ship Colonel Provost

Touchatt, Samuel
 Earl of Halifax
 Troup, John
 Ship Sturdy Beggar
 Van Brunt, Cornelius
 Brig Duke of Marlborough
 Van Dam, Anthony
 Brig Betsey
 Sloop Little Bob
 Brig Nebuchadnezzar
 Vanderheyden, David
 Snow Cicero
 Ship Defiance
 Van Horne, Garrit
 Ship Anne
 Brig Earl of Loudon
 Ship Fame
 Ship Sturdy Beggar
 Sloop Tiger
 Van Rust, Cornelius
 Sloop Catherine
 Van Zandt, Jacobus
 Brig Ann
 Doggar Decoy
 Snow Hester
 Vardill, Thomas
 Sloop Ann
 Sloop Charming Polly
 Sloop Mary & Ann 8 guns
 Sloop Mary & Ann 30 guns
 Snow Prince Ferdinand
 Waddel, John
 Brig De Lancey
 Snow Dreadnought
 Schooner Harlequin
 Brig Monckton
 Snow Montessor
 Sloop Terrible
 Sloop Moro

Wallace, Hugh
 Frigate Amherst
 Schooner Harlequin
 Brigantine Monckton
 Sloop Moro
 Snow Montessor
 Ship Terrible
Walton, Jacob
 Sloop Lark
 Sloop Little David
Walton, William
 Sloop Live Oak
 Ship William & Mary
Watts, John
 Sloop General Monckton

 Sloop Hardy
 Brig Pompey
 Ship Spadil
White, Thomas
 Sloop Charming Sally
White, William
 Ship So. Carolina Packet
Williams, John
 Snow Dreadnought
Wright, Daniel
 Sloop Keziah
Wyatt, Lemuel
 Snow Speedwell

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